



Bikernews

Harrogate Advanced Bikes Newsletter June 2010



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From the Editor Welcome to Spring!

Its biking season

Well, its the middle of May and the biking season is in full swing now. Most associates are at cross-check stage and have been enjoying a fantastic Spring with some great weather over the last month or so. Obviously, with Summer on the way thats all about to change and we can expect torrential rain and sub-zero temperatures again! I hope I'm wrong as its over so quickly that it'd be nice to make the most of some nice dry riding this Summer.

The first sunny weekend

From what I gather, that first sunny weekend of the year that occurs in mid April came with its usual flurry of bike crashes and a few fatalities in our nearest counties. Although being 'Advanced Riders' doesn't guarantee your safety on the roads it sure as anything reduces your chances of becoming a statistic. If we are honest we have all had the **rare** 'nearly-moment', despite our training. If you're like me, it can usually be put down to either a lack of concentration, not using the system properly, lack of observation etc, or maybe riding too fast and having one of the those 'crazy-moments'. I certainly can't recall any scary moments whilst riding according to all the IAM and Roadcraft principals - which is very telling in my opinion - if only we rode in the IAM 'mode' all the time. I'm sure though that even when we let our hair down a bit, all that IAM training keeps us in the right place at the right time and enhances our anticipation and awareness of likely hazards. Its important to have fun and enjoy our riding but never, ever at the expense of our, or somebody else's safety. Get out there - have fun, try new routes but keep your eyes on full-beam all the time and always ask yourself 'what if...?'

My little pillion

After writing about taking my 6yr old daughter for her first pillion ride in the last newsletter, I've had a lot of feedback from various readers - all in favour which is nice. Since then I've bought her all the protective gear and even sorted out a bluetooth intercom for us to chat with while riding. She has been asking me for ages to take her out to Squires, so one sunny Sunday in April we finally made it out there. It was about a 30 mile round trip and she did really well and really enjoyed it, but was totally shattered and slept really well that night! The picture below shows us setting off from my parents house...doesn't she look tiny on the back! As we ride along you can see people pointing and smiling - its hilarious.

Look forward to catching up with you all at the next meeting.

Ride carefully, Andy



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From the Chairman Back on Two Wheels

At last we are getting back to normal. Mike (secretary) has managed to get back from S Africa at last so normal communication will be resumed. I apologise to anyone who has felt left out and neglected over the past few weeks but volcanic ash can't always be planned for!

Since the last issue of the group news letter I have written off my FJR, made a claim against my IAM Surety policy and bought a Triumph Tiger so I thought I it might be helpful to share my experiences with you.

The Crash

Can't remember much other than the front end snapping away quickly, seeing and hearing the bike sliding down the road and me sliding down after it. I was coming out of Leathley on the B6161 towards Beckwithshaw, approaching a right hand bend going up the hill. I saw a lot of gravel on the bend and thought that I'd moved off it. Although I am convinced the gravel played a part in the accident after much self analysis I am now convinced that my input into the steering also contributed. I had been enjoying the ride and had been experimenting with counter steering to see how quick I could turn the bike in. I believe that I applied too much force to the inside bar and this combined with the gravel caused the off.

I will never know for sure but note my experience, take care and be aware of the forces applied when you push on the inside bar - you don't need much.

The Claim

Good Bits

- Adelaide Insurance Services are very good and were extremely helpful in helping me settle the claim.
- KGM , the insurer was good and worked well with Adelaide.
- I had a protected no claims bonus so I have not been hammered on premiums for the Triumph.

Not so good bits

- It took 5 weeks and a lot of intervention by me and Adelaide to settle the claim. Some think this is reasonable but I don't .
- There are too many touch points in the claims process which leaves the customer confused and causes delay. The claims process is outsourced and I had dealings with four different agencies during the claims process. I am told that the car insurance claims service process is direct with the insurer RSA and this provides a much better service. I am not the first to complain about the bike process and I am assured it is under review to improve it by simplifying the process.

Important be aware - I mistakenly under valued my bike at renewal, I used a quoted value for my bike that was £1000 under the true value. The quote I used was a trade in price and not a retail price. So the initial settlement offer was way off the mark. But thanks to the intervention of Adelaide the insurer agreed to raise the settlement offer to reflect the true value. So all ended well and I will continue to insure with IAM Surety.

John Kirkman
HAB Chairman

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Triumph Tiger 1050 - initial impressions

I really liked my FJR but the Tiger has brought a big smile back to my face. I bought the bike from A1 Moto the Triumph dealers in York. Their customer service is excellent and they can provide a demonstrator for the full Triumph range which, as I found out, is not always the case with other dealers. Highly recommended.

Likes

- | | |
|----------|---|
| Engine | The lovely sounding 1050 triple is smooth and punchy - great for overtakes. |
| Handling | smooth on fast bumpy roads and reassuring in the bends |
| Gearbox | smooth and slick. |
| Build | quality of finish is very high. |

Concerns

It's a bit tall for me (seat height 835mm) and getting on an off requires agility - as you will no doubt observe during the year. When the panniers are fitted my mounting procedure it's a sight to behold! But when stopping a lights etc I feel confident with just my toes on the ground because the bike is so light (198kg) dry weight.

I will keep you updated as I pile on the miles.

Enjoy and be safe, JK



Labour of Love - AI's BMW Oil Head

Replacing Clutch and fitting new gearbox seals on a BMW Oil Head

If anyone ever wondered why it can cost over £1000 to have a new clutch fitted in a Beemer then read on!

Fancying a change from new bikes as I like something to work on during the winter, I picked up my low mileage 1100RT for a song because it had a couple of problems. The first was simply a matter of replacing the front brake master cylinder as the brake lever was not returning due to a corroded cylinder bore so causing the front brake to bind. But the second potentially far more serious issue was that the clutch was slipping.

This project was going to be a gamble as the bike was 230 miles away in Suffolk but it was priced to reflect the known issues. And so it was that I picked the bike up in a van and brought her home. On inspection it was found the Clutch had no free play, this was corrected but the clutch still slipped under hard acceleration. I fitted a replacement master cylinder on the front brake and decided to ride the Beemer with the slipping clutch until the winter. I could do this as, although the clutch slipped, it only did it when using the torque in the higher gears. Riding gently posed no problems and indeed I even took and passed my IAM test on the bike in this condition.

So after Christmas dinner was eaten I undertook to remove the gearbox. Make no mistake, this is not a simple task and should only be attempted if you are a competent home mechanic and have a very comprehensive tool kit. Taking the

time to get clear photos of every area worked on and to bag all fasteners with a note detailing their origin I got stuck in. Once the gearbox was on the bench I could see the clutch was soaked in oil. With a dry plate clutch what we don't want to see is oil all over the place.

There are a number of potential sources of the oil,

- 1 rear crank seal
- 2 front input shaft seal
- 3 rear input shaft seal
- 4 neutral detent bolt (very unlikely but possible)

Next job is to remove the clutch and degrease the gearbox and clutch housings to get rid of all the mess, during the clear up it became obvious that my problem was a failed rear input shaft seal.

For those who don't know, the oil heads use a hollow gearbox input shaft through which passes the clutch release pushrod. There was a lot of oil passing through this failed rear seal, into the clutch piston chamber and so up the pushrod tunnel right into the centre of the spinning clutch disc. Centrifugal force then distributed this oil, liberally coating everything in the area from the centre outwards. This is not a happy state of affairs and not at all conducive with reliable operation of a dry plate clutch.

My 1996 RT has a plain clutch pushrod that cannot stop the oil passing through the tunnel whereas; later models have a different push rod with a felt seal to help prevent any migration in the event the rear seal should leak. More on this later.



AI Greenwood
HAB Member

So to fix itself, I decided that the clutch components themselves could be reused with the exception of the friction disc. All were placed in a bucket and submerged in Jizer for a couple of days and regularly swilled round. Following this it was into the kitchen sink (whilst my wife was out) with washing up liquid and hot water for a vigorous scrub followed by a rinse and thorough drying. This done the spring, pressure plate and clutch cover were like new. Once cleaned up, the clutch is rebuilt with a new friction disc following instructions on observing balance marks and applying grease. It is vitally important to use new clutch bolts at this stage also. To centre the clutch disc I used a Dial Indicator with a magnetic base mounted on a jack. Having first removed the spark plugs I span the engine over by hand whilst adjusting the position of the disc and checking position again after the bolts were all tightened to the correct torque. This method allows you to be spot on with the centring and makes for an easy installation of the gearbox when the time comes.

So, that's fixed the symptoms, and so to the cause of the problem, the gearbox itself. First thing is clean it very thoroughly, you must open it up to change the rear seal so you might as well put a new front seal in as well whilst you are at it. What you don't want is crud from the exterior getting in when you open it up so clean it well. I heated the gearbox cover with a hot air gun after removing the 15 cover bolts and with a gentle tap it came away relatively easily. Observe where the shims are that take up endfloat and put them back in the same place when rebuilding. The selector fork tubes are removed next and then the selector forks are moved out of the way so the selector drum can be withdrawn. You must

Following the refit of the clutch operating gear and the adjustment of free play all that remains is to rebuild the bike. I took the opportunity to strip the paralever and grease the splines of the final drive as well as the splines of the output shaft...

remove the neutral and gear indicator switches from the back of the gearbox in order to remove a circlip that retains the selector drum shaft before you can lift out the selector drum itself. Be very careful not to lose the rollers from the selector forks and remove the forks. Heat the gearbox bearing area and remove the input, intermediate and output shafts.

Knock out the input shaft seals and fit the new ones noting the depth of the front seal. The rear goes against a shoulder whereas the front one is set to a depth in a plain bore. Reassemble the whole thing, apply a bead of oil compatible gasket compound, fit the cover and torque all the bolts. Put the circlip and switches back on, refit the detent ball, its spring and the retaining bolt using thread locking and sealing agent and fill with 1 litre of gear oil. I stood the gearbox on its back end for an hour following the refill to ensure there were no leaks from the seals at that end, then did the same with the front seals having temporarily removed the vent cover and placed a plastic sealing cap on it.

So, Clutch fixed, gearbox fixed, (and tested for oil leaks) it is now rebuild time. Remember that old spec pushrod? I did think of machining my existing pushrod on my lathe to accept a felt seal but in the end I bought a new spec pushrod and fitted that with the new spec felt seal. As these pushrods are so easy to damage I decided to fit the gearbox onto the engine and put the new pushrod in from the back of the gearbox via the hollow input shaft to eliminate any possibility of bending it. This was an easy decision as I had the clutch actuating bearing, spring, gaiter and release arm in a bag on the shelf so it was not necessary to remove them to allow me this luxury.

Following the refit of the clutch operating gear and the adjustment of free play all that remains is to rebuild the bike. I took the opportunity to strip the paralever and grease the splines of the final drive as well as the splines of the output shaft. I also treated all associated pivots to a greasing and torqued everything up as per the BMW service manual.

There followed a period of intense activity and within hours the machine was ready for the road. Those photographs taken during the strip were a huge help and with all the bits in marked plastic bags I have not a single screw missing or left over at the end of the project. I am pleased to report that, following a road test the project is a great success.

Most useful tool of the project? A 500Watt Halogen lamp on a stand as it's awfully dark in these areas even in a well-lit garage. Would I recommend doing this yourself? That depends on a lot of factors, most important of all is mechanical ability and a comprehensive toolbox. Torque wrenches are an absolute must and you will need things like circlip pliers, hot air guns and so on.

I will be happy to offer help and advice on the subject of BMW clutch and gearbox issues to club members if needed. But for the time being, consider that "car type" dry plate clutch very carefully if you decide to engage in any riding that involves slipping the clutch more than is necessary.



April Ride Report Teesdale



I always eagerly anticipate our ride-outs. No matter the weather there is something about jumping onto your bike (after doing appropriate checks of course) and going off with your mates for a Sunday adventure. Well for starters the weather was pretty decent that Sunday so there was nothing to dampen our spirits before we set off. Our ride leader Bob Hill gave the usual pep talk and I was pleased to note he stated that he would be sticking to the speed limit and suggested we all did! Overtake each other if you want to, but with consideration for other riders. So 20 bikes in all started from The Sun Inn, in bright sunshine, we headed north on the back roads to Masham.

After only 10 miles or so, Richard Cooper, "Official Camera Person," slowed on a long straight to snap "Tour de France" type action shots of us with his tail mounted camera. As I rode past, doing my best to pose for the camera, I noticed something important missing. It looked like Richard's camera wasn't on his bike. Stopping after a few hundred yards I waved Richard down to explain to his horror that he was unfortunately sans camera. His camera had parted company from the rear mount on his VFR. Whilst we were stopped trying to decide what to do, Andrew Pratt, tail-end Charlie, came across Richard & myself parked by the roadside. So, as this was too much of a loss to bear, Richard & I tracked back towards the Sun Inn to try to locate the camera, whilst Andy continued to follow the group. We rode back along our route at 10mph with one of us checking the left verges while the other did the right, stopping to ask some walkers if they had seen the camera. Richard halted along the way to have a good look at a particular spot and I continued to ride back to the Sun. A police vehicle was following as I



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neared the gate at Menwith Hill and the occupants took a good look at me crawling along at such a slow pace. The police Range Rover stopped at the gate in front of me after overtaking so I took the opportunity to request they look for the camera as well. After they radioed for back-up to help with the search (not!), I continued on my way towards the Sun Inn. After a u-turn at the Inn I made my way back to Richard at the top of Dacre Banks, who was at this point getting the good news that someone from our group had picked up the camera and had carried it on to Richmond. After such good news, Richard and I decided to divert via the A1 (forgetting about the road works) and A66, to miss out Richmond, and proceed to Middleton in Teesdale directly. Looking at the route afterwards we would have been better following the group to Richmond, but never mind.

We did, however, miss the tour of Grewelthorpe as reported by Andy P.

"Grewelthorpe is a picturesque little village, so our Ride Leader, Bob decided we would do a circuit of the village to see the sights. All was well until Keith, who was marking a turn at the entry to the village, found bikes approaching from front, and behind. Hmmmm, that strategy needs a little practice! Next stop was for tea at Richmond. Unfortunately the couple on a Triumph arrived as the main party were leaving, having lost the group in Grewelthorpe. Sorry guys, hope it didn't spoil your day too much."

"Onward now to lunch in Middleton, disappointingly the sunshine had turned to cloud (the sky was truly ashen – a volcanic joke), and we had 5 minutes of rain. A few of us tried a different café to the usual frothy coffee stop in the centre of

town. Ours was on the junction to Kirby Stephen, plenty of room & excellent egg & chips. Whilst waiting for Richard & Barry to turn up, we had a good look at R's camera. The lens housing was cracked, but otherwise, at first glance and after taking a sample photo the camera seemed okay". Richard was reunited with his camera and after changing the lens he took a few test snaps.

We were heading home now and having missed the middle part of the run really enjoyed the good road to Kirby Stephen, on to Hawes, Grassington and then back to the Sun Inn. I particularly liked that almost vertical drop off, couldn't remember where it was, but certainly got my attention. Plenty of trailing the back brake down that hill. My new (to me) Deauville has a combined "put a bit of rear brake on and get some front brake thrown in as well" system. It doesn't work

well for me in those sorts of situations. Some other Hondas' have a similar system. Perhaps if anyone has any tips they could share them.

I chatted with a few of the group before leaving the Sun and the tricky problem of pace seemed to be a subject of discussion. Some said it was slow whilst others felt pressure to ride a bit faster. Sounds like two groups (something we have done before) would work better, just my opinion, of course. Everyone I spoke to afterwards said it was an excellent day, the roads were dry (mainly) and there were a few events to remember the day with.

Many thanks to Bob Hill for organising the weather and a super route and Andy Pratt for tail end duties!



Ride-outs 2010 Calendar

Once again, volunteers are needed to organise ride outs. This is your opportunity to share your favourite ride with other members of the club. So if you have a good or interesting ride please don't be shy, come forward and run your own. Other members will be grateful and will enjoy the variety. Meet at 9.15am, or earlier if specified, at The Sun Inn, Norwood HG3 1SZ (B6451) for directions and information. Leave prompt at 09.30. All rides will be using the "Marshalling system" which will be explained during the pre-ride briefing. Don't worry if you have not done this before as there is help and advice for those who need it.

Just for starters here are a few hints:

- The ride needs to be about 150 to a maximum of 200 miles or about 5 hours
- (allow for stops).
- Remember the stops for administration and food etc. Probably at least 2. The more socially inclined members like this and it gives us all a chance to have a natter.
- You need to prepare a written route or marked maps.

Try to keep the route as simple as possible to avoid the break up of the group. Get a mate to do Tail End Charlie and ensure he has ridden or knows the route. If no one is available we will try to find a volunteer from the club. Please note that only full members can lead ride outs. Depending on the numbers turning up for your ride, we may split into two Groups.



Andrew Pratt
HAB Ride-out coordinator
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When	Where	Ride leader	Contact
May 16	Teesdale	Bob Hill	07980 257072
June 19	Slow Riding / Braking Workshop	i2i	John Kirkman - 01765 641335
June 19-20 (TBC)	Coast 2 Coast Overnight Run	John Kirkman	01765 641335
Jun-20	Seaside - Saltburn?	Doug Masterton	01132 886444
July 17/18	Scotland Weekend	Andy Stoneman	0793 098 5758
August 15	Yorkshire Dales 1	Paul Barker (R1)	07732 968713
September 19	Peak District	Geoff Scott	07710 064806
October 17	Yorkshire Dales 2	Mark Grainger	01757 638 186

Contact and Meet

Meetings and Ride-outs

From May onwards we will be meeting at the Sun Inn in Norwood for all our monthly rides and evening training rides. We will meet each second Monday during the summer months. These rides will have a training theme. We will also hold additional rides for full members only (those that have passed the IAM test) on the fourth Monday evening of each summer month. Keep your eyes peeled for the emails from Mike for updates and times.

We also meet at the Sun Inn every Sunday morning to to enjoy a coffee, a natter and have a ride out for those that fancy it. This is a loose arrangement with those meeting to decide where they want to ride.

Want to keep up to date or arrange social rides? Join our facebook group!

facebook

Got anything for the newsletter?

Please contact me if you have an article for the newsletter andy@inspiredby.co.uk



Photos by Richard Cooper

Fancy writing something for us?

We always welcome your contributions to our newsletter. Whether you have a story, an issue, a technical tip, a bike review or you want to tell us about your biking experiences, feel free to send them in and we will try our best to include them in the next available newsletter.

Please try and send them in a Word document with pictures as good quality jpegs supplied separately. Each newsletter is published at the start of each month so please send articles in by the 3rd week of the month if you want it included in the next issue.

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