

## Brakes and brake fluid

Arguably the greatest contributor to our safety on the road are the brakes, but how much do we think about them (not very much) or take them for granted (all the time). However this is for a very good reason. Modern brakes are very good and extremely reliable, and if you get your bike serviced regularly, they should give you years and years of faultless service. However, there are few things of which you should be aware.

Going back to your school days you may remember that in a closed system energy can neither be created nor destroyed. Well, the same can be said for brake fluid. If you notice your brake fluid going down (and you haven't got a leak), it must be going somewhere. The normal place it goes is into your brake callipers. Why? Because as your brake pads wear, the calliper pistons don't get pushed back so far and so more fluid is in the calliper and less in the reservoir on the handle bars.

So, before you top your fluid up, have a look at how much brake pad you have left. If there is still plenty and you top the reservoir up with more fluid, when you do install new pads, you will need to remove some fluid from the reservoir before you install new pads, otherwise brake fluid will overflow out of the reservoir and go all over your bike. This is a huge problem as brake fluid is highly corrosive and will strip all paint off on contact. ***Continued on Pg 2***

## Diary for September 2018

### Sunday 9th September 2018 WSAM Monthly Meeting

Today is our monthly gathering at Dial Post Village Hall, RH13 8NJ. The committee meet at 9.00am for an hour, and then after 10.00am everyone is welcome for tea, coffee, biscuits and a natter. Following today's meeting there will be a ride out to the Rye Marina Cafe (see Page 2)

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Another property of brake fluid that is not ideal, is it's hygroscopic, meaning it absorbs moisture from the air. Not only can this lead to corrosion within the system, but if the pad and calliper temperature get close to 100°C the small amount of water can 'boil' and create small air pockets within the oil. During normal riding this probably won't happen, but do a track/skills day, or a trip over the Alps where you'll be using a lots of brake and you might suddenly be presented with a very spongy brake lever that comes all the way back to the handlebar.

So back home, you have a slightly spongy lever, and you would like to know whether there might be a small air bubble in the system, or not. One easy trick is to place a bungy cord around the front brake lever overnight, so it squeezes it onto the handlebar. If the next day when you take the bungy off, the lever is rock hard, then you've probably got an air bubble. If it is still a little spongy, it is probably just flex in the side-walls of your brake hoses. If that is the case please do a visual inspection with the lever pulled back to make sure there are no bulges in you hoses that might burst or split!

## Test Passes at WSAM

Congratulations to the following people for passing their test.

Iain White - Obs John Moore

## Welcome to WSAM

A warm welcome to the following new member this month.

Colin Stafford - Worthing

Richard Harraway - West Chiltington

## WSAM Ride Out Dates

**September 9th** — Rye Marina and Bosun's Bite. Following the monthly meeting at Dial Post Village Hall, Kevin Orman will be leading a ride over to Rye Marina and the Bosun's Bite Cafe. The ride will leave at 11.00am sharp, so make sure you are there by 10.45am to hear the briefing. See their Facebook page [here](#)

**September 9th** — Rye Marina and The Bosuns Bite

**October 14th** — London Tour

## Can you help???



Another appeal, but this months for a large area of tarmac. Here at WSAM we are very keen to teach and promote slow riding and slow manoeuvring, but we need a carpark or similar to practice on. If anyone knows or can get access to a suitable area, please contact me at [wsamnewsletter@gmail.com](mailto:wsamnewsletter@gmail.com)

## IAM Roadsmart Shop

As well as offering training, IAM Roadsmart have an online shop where you can buy branded goods and training equipment. One of the purchases I suggest to my Associates is the current How To Be A Better Rider, see [here](#). I see this as the Haynes Manual of Advanced Riding, whereby the spiral bound course material and log book is more your everyday handbook. This is how the IAM describe it.....

*“Our respected and easy to read guide to advanced riding. This manual contains everything you need to understand and practice the skills required to become an advanced rider. Written in a clear and concise style and containing numerous photos and diagrams, this manual has helped many thousands of motorcyclists to pass our advanced test.”*



Anyway, if you have a spare £9.99, it's a really worthwhile purchase.

## Motorbike Women Rally

Calling all female riders in the south! The first ever Motorbike Women - South Rally is going to take place across the weekend of September 14-16, 2018.

The event is for female riders who join the [Motorbike Women Facebook group](#) only and will take place at the Lower Lode Inn near Tewkesbury, Gloucestershire.

“This first Motorbike Women South Rally aims to bring like-minded women riders together to have fun,” explained Sarah Sutton of Motorbike Women. “[They can] talk motorbikes, encourage and support each other and raise some money for two great charities - Breast Cancer Now and British Biker Relief Foundation.”

All types and sizes of motorbike, scooter and trike are welcome at the event, which will also feature inspiring talks, ride-outs in the countryside, a bike show and live music. With over 6500 members, Motorbike Women has come a long way since it started in 2016 as a place for women to chat about motorbikes.

According to the organisation, “It's a place for sharing stories and adventures, celebrating success and making amazing friendships that will last a lifetime.”

All the profits made from their events and merchandise go straight to charity, with over £15,000 donated to Breast Cancer Now already.

Tickets cost £25 per woman with one bike, get yours now by heading to the Motorbike Women website and registering.

## Speed Record set at Bonneville

Kawasaki took its Team 38 racing team, and the modded Ninja H2 to a place where the automobile is king and speed is the one true god. A piece of land bordered by mountains, and crusted in fine white granules of salt - The Bonneville Salt Flats International Speedway.



The team has set a new world record for being the fastest Ninja H2 with the official figure of 209 mph. The record run was a part of the Speed Week from August 11th to the 18th, 2018, the same time where speed junkies from all over the world will land on this 10 mile stretch in the pursuit of holding the title for the fastest man and machine.

A couple of years ago, Team 38, an unincorporated group comprised of employees and moto enthusiasts, ventured from Japan to Bonneville Speed Week with the goal of reaching the top speed of the Ninja H2R. It clocked a top speed of 220 mph and gave the team a huge learning curve for their next run.

This year, the same team with senior rider Shigeru Yamashita rode on the "specially prepared" Ninja H2 instead of the H2R to take a dig at a new world speed record in the P-PB 1000 class. A class where production models with supercharged motors less than 1000cc participate with very strict limitations on the tweaks that can be done.



Formed in 1975, Team 38 originally was made up of members of the Kawasaki Experimental Technology and Engineering Department. Named after the Building 38 at the [Kawasaki](#) Heavy Industries (KHI) Akashi Works Plant, it has a history of setting records and has competed in multiple national and international races and has learned vital information in the development of many Kawasaki motorcycles we get to ride on our streets.

## Brembo Brake Pad Recall

Brembo and Ducati started a recall campaign that will certainly spread to other sport bike manufacturers. A batch of defective rear brake pads was detected, and using these pads may put riders in danger.

It's not the first recall for famed brake componentry makers Brembo, as at the end of 2017 and early in 2018, a defective master cylinder for front brakes was recalled. However, it looks like the fault does not lie with Brembo this time, but with one of the companies in the supply chain.



Namely, it's another Italian company, Federal Mogul, who delivers the friction pads themselves. Official sources mention that there was a human error in the manufacturing process of Batch #672.

Exposure to higher temperatures than specified in the product sheet caused the friction pad material to bond improperly to the metal backing plate.

In some cases the material started to come off the said plates, leading to reduced deceleration and the lengthening the braking/stopping distance. Such a thing can occur without any warning signs, and is a major safety hazard.

The first bikes that were affected by the recall are 2018 model year Ducati Panigale V4, Ducati Hypermotard 939, Ducati 1299 R FE and the Ducati 959 Panigale. As Brembo is the first choice for many manufacturers of sport bikes, we should expect multiple recalls triggered by the same defect. Ducati was the first manufacturer to take matters in their own hands, notifying the owners of the affected bikes and scheduling a free repair.

## Radio Equipment for Sale

WSAM have 3 Intaride EVOBlue Bluetooth motorcycle units and Baofeng PMR radios for sale to members, these units have only been used a couple of times and are surplus to our requirements.

The EVOBlue is Bluetooth streaming unit which also allows you and your passenger to listen to the same music or radio station at the same time, using any Bluetooth headset.

You can use a Bluetooth helmet headsets for the Rider and Pillion.

The Rider to Pillion intercom function is constantly ON, so there is no need to press buttons to communicate. The unit also connects to your GPS sat-nav or phone via Bluetooth, allowing BOTH Rider and Pillion to share the audio and still communicate between themselves.

For 2 way bike to bike radio function which is activated by pressing a PTT button, a Baofeng PMR radio is supplied

There is an audio input socket available for music or a wired GPS unit etc, this is shared between the rider and pillion so you BOTH hear the same audio. All leads are supplied to connect your devices.

- 1x Bluetooth motorcycle intercom unit.
- 1x USB charging lead.
- 1x Stereo 3.5mm audio input lead
- 1x 2-way radio PTT button for the handlebar
- 1x PTT button extension lead
- 1x Baofeng radio lead

New this setup cost £160 and is available to members for £75

<http://www.intaride.com/evo-blue-bluetooth-motorcycle-intercom.html>

The EvoBlue is also sold as the SENA SM10

<https://www.sena.com/product/sm10/#overview>

Please contact Kevin Orman if you are interested in purchasing a unit at [kevin.orman@btinternet.com](mailto:kevin.orman@btinternet.com)

## And Finally.....

Have you any idea how exhaust manufacturer Akrapovic consistently test long it new products. See [here](#) to find out how.

Secondly, thanks to Peter Oakley for this month's second video. I don't know about you, but they appear to be solving a problem I've never noticed. See what you think [here](#).

That's all folks.

Max