



South Cheshire Advanced Motorcyclists

February 2022 Newsletter

News and Diary Dates

Thursday 17 March: AGM zoom meeting for all. Details have been circulated.

1st April 2022 at Sandbach Golf Club, 7.00 for 7.30 start: Annual Presentation Night. Guest speaker (see later), buffet and certificate presentations. Please notify Geoff if you are going by 23rd March and include meal choice (see later). Optional £5.00 contribution welcome

In March, an Observer training course will start. Please let Dave Cox or Pete Mathieson know if you are interested.

27&28 March. Course recruitment at J&S Northwich. Volunteers wanted.

Heavy Metal

I enjoy reading about technology advances in motorcycling. Justified as safety improvements, which many are, they also provide manufacturers with a quick route to

model upgrades to satisfy the boomers wish to ride the latest. Adaptive cruise control, blind spot monitoring and 360° safety systems are now appearing. My car has more than its fair share of software dependent gadgets and experience has shown that they cannot necessarily be relied upon. On the M6 south, while passing through a 50mph roadworks section, the adaptive speed limiter spotted a 20mph sign inside the construction works and immediately retarded my speed. Had a tailgater been inspecting my boot, I could have suffered a nasty shunt. Had the technology been on my bike it could have been worse. The lesson is that new technology can bring safety advantages but it can also create new hazards and must be used selectively, with a full understanding of its limitations.

Editor

Message from the Chairman

A couple of things for your diary, firstly the upcoming AGM on 17th March. It will be held on zoom again



as it attracted more attendees than previously, so try to come along and, if you have any thoughts on how the group should proceed, voice your thoughts.

If you would like to volunteer for any of the committee positions, or to be a committee member, a form is attached. These should be returned to Ian Cunningham the Group Secretary by the 12th March.

There's also the first presentation evening for a couple of years on 1st April. Certificates of Achievement will be presented to the Associates that completed the Advanced Riding Courses last year. There will be a buffet and guest speaker. Further details are provided later in this newsletter.

It should be both a fun and a stimulating evening. Our speaker will be Phil Barley, a coach with Rapid Training (rapidtraining.co.uk), a highly respected group which offers a different type of advanced training.

There are several very good advanced training coaches and packages out there which come highly recommended (not least our own Neil Jewell) who provide a different slant on advanced riding, so it should be an interesting talk.

With Spring hopefully not too far away, it's time to get our bikes and ourselves ready for the road. In the coming weeks there will be details of ride outs to blow the cobwebs away and recruitment days to attract new members.

Lastly, another call for anyone interested in becoming an Observer. We propose running a training course under Pete Mathieson's guidance alongside the Spring Advanced Riding Course. Let me know if you are interested, as soon as possible, so we can allocate trainers: coxy2106@hotmail.co.uk

Volunteers wanted!

We will be holding advanced course recruitment days at J&S Northwich on the 27 & 28 March (Sat & Sun) Volunteers are needed to help erect/dismantle the gazebo and to man the stand in shifts during the day from 10am until 4pm. We may, also run assessment rides. If you can help, even for a couple of hours, please let Chris Steel have your details as soon as possible at: c.steel585@btinternet.com

Membership Secretary

Thank you to all that have paid your annual subs. I have, hopefully, sent you an email acknowledging your payment but there are some that



have not received an email because, although they have paid, they have not told me.

Tribulations of our President

Well, here we are again, another month closer to hopefully better weather. Spring is round the corner, we are just going to have to live with Covid, so let's have happy thoughts about getting out on our bikes and enjoying them. I am looking forward to hopefully attending some training sessions and passing on knowledge.

As nothing has really happened, I thought I would turn this into Presidents Pontification. The Sunday before Christmas I had arranged to go out for a ride with Ian and John. I arrived at Ian's at 9am, we had our usual quick chat, Ian led off and I went to follow. I turned the ignition on, pressed the starter button, nothing, the motor attempted to turn over, but nothing. Ian returned and I had to explain that the Munich marvel had decided to have a day off. I abandoned it in Ian's garage and he took me home. To say I was not happy was an understatement. I decided to call BMW assist on the Monday morning and ask them to recover the bike to Allan Jefferies, the supplying dealer.

Monday morning, 9am, I contacted BMW Assist and explained the situation. They asked all sorts of questions; am I stuck on the side of the road, er no. Having established I was not an emergency they said someone would be at Ian's house within 90 minutes.

An hour later, Ian rang me from the golf course, asking me to ring his wife, as the man had turned up. Theresa put the man on the phone. Hi, nothing wrong with your bike, it starts every time. I have carried out a drop test on the battery, all good. Having worked in the motor trade for 52 years I know when something is not right, so I just asked him take it to Jefferies and leave it with them to sort out. "Can't do that," he said, "there is nothing wrong with your bike." He went on to explain that the new lithium batteries can recover themselves when they go flat and suggested I purchase a trickle charger.

On the Tuesday evening, Ian picked me up so I could collect my bike. I contacted Jefferies on the Wednesday morning and explained the whole sorry saga again. I asked them to come and pick it up and was told that as the bike was under



warranty, BMW Assist have to recover it. I explained what the man had said about it not being broken down, therefore he couldn't recover it. I was then asked if I could ride it to them and an appointment was made for January 8th leaving me to wait and hope.

Saturday 8th January and an early start was made to ride to Allan Jefferies in Baildon Yorkshire. I had to be there for 9am, so I left at 7.30am with my heated waistcoat turned on. As I climbed towards the summit of the M62, the rain started and fog/mist rolled in to make the ride across the exposed tops more challenging. Dropping down the other side, the fog/mist cleared and the rain increased in intensity. Having negotiated the Bradford ring road, I finally arrived. I spoke to Dan, the service manager and showed him a video on my phone of the starting problem. The starter motor was clearly struggling, either due to a battery fault or an internal fault in the motor. I was told to take a seat and they would get on with it straight away.

Twenty minutes later a technician came over and explained that he had looked into the data stored in my

machine and that on Sunday 19th December at 9.02am the battery had gone flat. He then went on to explain that my machine had the wrong battery fitted; it was a white battery, and it should have been a black one. When BMW first released the information, dealers were replacing batteries carte blanche, until BMW put a stop to it due to cost, and issued a new edict that batteries were only to be replaced if a customer experienced a problem. He went on to explain that he would fit the correct battery and I should be good to go. I was walking round the showroom looking at all the shiny new machinery when my phone rang. A man on the other end explained he was calling from the tracker monitoring station to say my motorcycle battery had been disconnected. I explained that my bike was having a new battery fitted and that was why he had received the notification; it was good to know these tracker systems work. Eventually Dan came over and said that my machine was ready. But they had identified a problem on my keyless ignition switch. A new switch would have to be ordered. January 29th was arranged for that to be fitted.



As I prepared to depart, the rain was coming down steadily so it was on with the waterproof gear and off home. I think one of the worst places to be on a wet day is the M62, miserable does not adequately describe it. Once home it was nice to look out of the window and watch the rain coming down.

The episode of the ignition switch is for another time. That concludes this month's trials and tribulations, stay safe.

Chris Steel

Gadget Corner

I am a person who is always on the lookout for interesting gizmos that might make life easier.

I thought we could all perhaps let the editor have a brief article on our favourite gadgets for the newsletter, a great chance to share our discoveries, tips and tricks.



I'll start with the Chainmate. The product applies lubricant to the

outside of the chain with no risk of liquid or spray contaminating the tyres, brake discs or the garage floor. It is effective, quick and easy to use. If not riding a shaft drive bike, and interested, take a look at: www.chainmate.co.uk

Howard Payne

Ride Outs

RIDE OUT EVERY SUNDAY from Costa Coffee, Grand Junction retail Park, at 9am at the moment, changing to 10am when the Spring course starts.

Dave Coomber

RIDE OUT EVERY TUESDAY – a couple of hours then lunch. Comfort stops as required. Meet at Costa on Dorothy Flude Retail Park, Lockitt St, Crewe CW2 7BB at 9.30am for 10am departure. Anyone can choose a route; all full members can lead.

Howard Payne

Howard's Mucky Ride Outs

Howard's ride out on the 25 January did not start well when my sensors detected a drop in rear tyre pressure while I was on the way to the



meeting point at Costa. There were only two of us. How did the others know that today would not go well? My tyre worries were quickly allayed when Howard introduced me to the indefatigable Steve at F&B Motorcycle Tyres in Wheelock who worked magic. The offending tyre professionally patched; we rode to Fourways Cafe trying to pick up as much mud as possible. The café was not without its hazards. I hung my new, rather heavy, Helite airbag jacket over the back of a chair. By the time I had turned round and sat down, the chair was no longer there. Unhurt, I regained my composure and sought solace in a plate of biker food.

A fine but windy day on 1 Feb brought out bikers in strength. Howard, Frank, Rob, Richard and David met for pre ride coffees and discussed politics, gadgets, religion and bikes. I asked Rob about his bike collection and soon learned that I needed more bikes. The route for the day had already been decided, and what a route, to Crossgates in Denbighshire along wonderful wiggly roads. Disguised by helmets we could have been a boisterous gang of youths as we relentlessly forged a passage to the first comfort stop. The highlight of the journey

was the amazing stretch of bends between Newtown and Crossgates, Llandrindod Wells. Traffic was very kind, allowing us easy passage, befitting of our hierarchy. Arriving at Crossgates Service Station and Café Express, we made our personalised healthy lifestyle meal choices. Those with data logging GPS units pored over their bike performance statistics; at least we weren't sitting about gazing at mobile phone screens. Amply fed and bikes refuelled as required, we relived the bendy road with even more aplomb than the first run. Further on, it must have been world tractor day. Richard and I at the tail end became separated from the rest who must have released the tractors as they passed. Five minutes delay, means the advance party are five miles ahead and closing the gap is difficult without making extreme progress. The upshot was that we made our way back by a different route to the others. Howard had come to look for





us and chased us as hard as we were chasing him supposing him to be ahead. I had messaged his phone which was still at home. It was a great ride and the bikes were in a disgusting state.

Three riders on 8 February headed to Clay Cross, Chesterfield CMC motorcycles cafe and bike shop for an excellent steak baguette lunch, fantasy shopping then across the road to My Moto. Highlights on the outward journey included a magnificent vista from Mow Cop and fording a stream on a gravelly lane where an adventure bike would have been at home. Local farmers had been busy spreading mud along our route. A strong wind which blew all day was felt on the exposed sections of road but despite dark clouds there was very little rain. The return route made good use of the straights along the windy ridges of the Peak.

Evil weather was forecast for the morning of 15 Feb. Numbers were reduced due to half-term commitments. Frank and I set off in gentle rain, which gradually cleared as we progressed westwards. Frank had devised a magnificent ride to Lake Vyrnwy in mid Wales. Traffic was light, generally only occurring in the most inconvenient places –

single track lanes. Arriving at the Lake, we crossed the massive Victorian stone dam, the oldest of its kind in the world. The reservoir was full with the spillways discharging spectacular volumes of water. A basic but filling lunch was enjoyed in the café while we solved the problems of the world. There was walking and further touring potential around the Lake, and in the surrounding hills and woodland of the RSPB nature reserve, which would be best explored on a summer's day. Posy pictures were



taken before we left the Lake to head northwards through the imposing, unspoiled scenery of mid-Wales. Back on the plain, we passed though some of the old coal mining towns of Denbighshire before joining the well-trodden route to Nantwich and home.

A wet and blustery day was forecast for 22 Feb. After sitting out heavy rainfall in Costa, Howard and I followed Frank to Cannock Chase



and a delightful café. Blue sky appeared as we walked around the well-kept Commonwealth and German cemeteries of two World Wars, wondering how much longer the peace would last. The bikes were relatively clean until the appearance of narrow, muddy lanes and bottomless floods, one so deep that a car driver suggested we turn around. Not our Frank, who put his trust in BMW and swept into the pond. We blindly followed. Our route took us towards Rugeley, Uttoxeter and then into the Peak. Carsington reservoir Visitor Centre provided a welcome afternoon tea stop before heading for home after a full and satisfying day.

Regular ride outs are great for building stamina, experience, enjoying the beautiful countryside in all weathers, and eating.

Editor

Feature

Buckets to Bike – the rebirth of a Honda CB500S

Avid readers will no doubt recognise that there seems to be a recurring theme in the Jewell garage.... Doing up bikes that should really have been recycled. This time it's the turn of the

legendary Honda CB500; CB500S actually.

I'm always in the market for a cheap bike, the sort of bike that other people won't touch with a barge pole. The sort of bike that if an insurance company were to cast their eyes over it, they would tut, and get the write off pen out. The sort of bike that any sane person would walk away from. This was just that sort of bike.

I've been hankering after a CB500 for a while as there is a bit of a cult following at track days for the parallel twin pot commuter bike. They have a reputation of upsetting the 1000cc sports bike brigade with their do or die attitude and zero cares about gravel trap visits. The parts for them are cheap and they are very simple and easy to work on. For this reason, riders and racers tend not to be too concerned about their lack of power (57bhp) as they more than make up for that with a Kamikaze attitude to cornering speed.

I'm certainly no track day racer, having only ever attended two track days in the novice class on the trusty GTR1400. The idea of a little bike beating bigger ones was just too appealing. It's a win-win. If you get



overtaken on a CB500 its simple because it has 57bhp and is a commuter bike. If you overtake something with 100 more horsepower then you must be a riding genius.



Buckets of bits

An opportunity arose on the social media platform, Twitter. I was in a conversation with some random twitter folk and mentioned that I was in the market for a CB500. I was later contacted and asked if I was interested in buying a CB500 off a chap in Stoke. A three-figure sum of money was agreed but I wanted the V5 which was not available at that time. I said I'd wait and fully expected to hear nothing more. Several months passed and I

received a message out the blue saying the seller had the V5 in his name now and he felt the agreed price was too much! He lowered it by £150 because he had had another look at the bike and couldn't quite remember the state it was in. At this point the sensible person would walk away. Not me! I'd just negotiated £150 off without even starting negotiations. I agreed to the new price if he could drop the bike off at my house. Price isn't everything in negotiations.

A week later it arrived, contained in three buckets. It was a rolling chassis that hadn't moved in 10 years. Perfect. He said he had rebuilt the engine but it hasn't run for at least 3-5 years. All the parts were there in the buckets. The carbs needed some work. I shook his hand and sent him on his way.

I'm not a fan of jigsaw puzzles but I do like putting a bike together. I had a bucket of bolts, a bucket of split down carbs and a bucket of pipes, hoses, brackets, radiator and all the panels were off. I made a plan, get the engine running sweetly first then do the rest. See, I do learn.

In the buckets were actually two sets of carbs. None of them any good. Broken castings and missing jets and

clogged arteries. I couldn't even make a good set out of the parts I had. So, I headed to eBay and bought a set that should have gone in the bin BUT the castings were good.



Gummed carburettor

Now between the six carbs I had on the bench I was able to make two "good" ones. I fitted these to the engine and fired it up. No exhaust headers or coolant. It did not run well. Apart from the petrol running straight through the carbs and into the cylinders effectively locking the engine up there were so many air leaks that it wouldn't idle or rev or behave at all like you would expect.... Back to eBay for a carb kit.

Carb kits should contain all the little

bits and bobs and seals to make a carb good again. And, as I was on a budget, I chose the cheapest eBay carb rebuild kit I could find and waited patiently by the letter box while the stripped (again) carbs were pickling in the sonic bath.

The kit arrived and I ripped the packet open and, as is so often the case, I immediately regretted my buy cheapest, buy quick, option. Out of the kit that contained 16 new items, O-rings etc. only two actually looked like they would fit. It's not that I bought the wrong kit, it was just crap.

Feeling sorry for myself, I regaled my tale of woe to the chairman who gave me the name of a reputable carb kit company to contact. Needless to say, the proper kit arrived with many new and shiny and rubbery parts that all fitted perfectly. The carbs were re-assembled (again) and fitted back on the bike (again) with new carb rubbers and it fired straight up and ticked over sounding quite sweet for the first time in a few years.

It stayed this way for a month or so; I had lost interest in it. It was dark raining and cold, so watching Ozark on Netflix was more appealing.



A couple of people on twitter were planning a track day and had booked onto the intermediate group at Donington and were asking if anyone else was interested. I looked at the CB and thought this is my chance. I booked on and this was all the motivation I needed to finish the build.

With the engine running I set about the jigsaw that was rebuilding the rest on the bike. Easy enough if you've taken it apart but more difficult if you haven't. The original exhaust end can was rotten and I sourced one from eBay knowing that it wasn't for the same year or model I thought they must be reasonably similar, surely.



Nearly finished



Pipes that didn't fit

Cussing myself that I never learn, I then had to join two pipes together that were never made to fit.

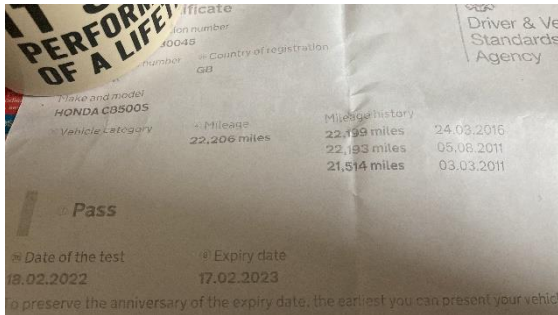
The build was coming along nicely though and most of the parts I needed were to be found in the buckets. The new exhaust was made to fit and is offensively loud, perfect.

It's fully together now. As I type this, I am awaiting one more part, then I can get the bike MOT'd. I'm a firm believer that you should ride to a track day, ride around and ride home. If I can embarrass some sports bikes while I'm there that'll be great. If I get embarrassed, well, on a commuter bike up against GSXR's what did you expect.



There will no doubt be an article on the track day (26th April) containing tales of heroic deeds. Or, tales of how a difficult a CB 500 is to pull out of a gravel trap. Only time will tell...

Stop Press – Successful MOT pass!



Neil Jewell

Editor's Plea

Many thanks to this month's contributors.

Please keep telling me about your biking adventures, bloopers, ambitions, bike reviews, new kit, top tips, personal sale items and any bike, riding or road related issues that are, or should be, a matter for concern. Please attach photos separately, ideally with a list of captions.

david@creedy.net

For Sale/Wanted

For Sale

BMW R1200RT with pannier luggage and matching BMW top box.

Only £7,250

Tel: 07729790314

Email: sandave1945@hotmail.com





For Sale

Dual USB socket for a BMW motorcycle (plug and play). New and unused, £25 ono.

Email: david@creedy.net

Tel. 07425656161



Wanted

Ian Skeldon is seeking a competitively priced used motorbike, presumably for winter use. If you can assist, please let Ian know

at: ianskeldon@hotmail.com or telephone: 07943 503355. I'm sure he will be delighted to hear from you.

Why not sort through all those unused items, which seemed essential at the time, and turn them into cash. Alternatively, if you are desperately hunting for an item, send the details for listing in the next issue. There is no charge for advertising personal items. Don't forget to include your contact details.



South Cheshire Advanced Motorcyclist Annual Presentation Night

1st April 2022 at Sandbach Golf Club
7.00-7.30 start

Buffet and Certificate Presentations

Guest speaker

Phil Barley, Pro motorcycle Coach at Rapid Training will introduce a concept born in 1997 when a group of ex-racers, who had moved on to become police riders, decided that there was a serious need for a fresh approach to help riders reach their full potential through group training and bespoke individual courses. A lively debate is anticipated!

Please inform Geoff of your intention to participate by 23rd March, and your food choice. Optional £5.00 contribution welcome.

Choose from

Chilli & Rice

Beef Hot Pot

Dijon Chicken

Chicken Curry

Vegetable Lasagne

Steak Pie

Served with either savoury rice, dauphinoise potatoes,
saute potatoes or salad

Selection of Breads

All food is freshly prepared in a kitchen where nuts and other allergens are used, If you have any concerns, please contact the golf club regarding the ingredients in your food.



SOUTH CHESHIRE ADVANCED MOTORCYCLISTS

ANNUAL GENERAL MEETING

Thursday 17th MARCH 2022 at 8.00 pm

Via ZOOM

A G E N D A

1. Apologies:
2. Minutes of the 2021 AGM (Resolution 1)
3. Matters arising from 2021 AGM
4. Chairman's Report – Dave Cox
5. Training report – Dave Cox
6. Treasurer's report and adoption of accounts (Resolution 2)
7. Election of officers and committee
8. Any other Competent Business
9. Close of AGM

Notes:

1. Questions will be invited from members following each report
2. Voting from full group members only

Resolutions:

1. That the minutes of the 2021 AGM be approved as a true record
2. That the Annual Report and Accounts for the year ended 24th February 2022 are to be approved.



A G M NOTIFICATION

NOTICE IS HEREBY GIVEN by order of the Group Committee that the Twentyeighth Annual General Meeting of “South Cheshire Advanced Motorcyclists “ will be held at 8.00 pm [7.45pm registration] on Thursday 17th March, 2022 via ZOOM to enable the Officers of the Group to present their Annual Report and Accounts for the year-end for approval by the Group Full Members and to conduct an election.

Secretary's Name	Ian Cunningham	Date	25.01.21.
Address	18 St John's Way Sandiway Northwich Cheshire CW8 2LX Tel 01606889721 Mb 07545656078 iantcunningham1200@gmail.com	Group Number	5213

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members may vote. A Member entitled to vote at the General Meeting may appoint a proxy to vote instead. A proxy need not be a Group Full Member.

CURRENT OFFICERS.

All Officers retire annually and may offer themselves for re-election

Chair	Dave Cox	Will stand
Vice Chair	Neil Jewell	Will stand
Secretary	Ian Cunningham	Will stand
Treasurer	Andrew Galton	Will stand



COMMITTEE NOMINATION FORM

Nominations are invited from Group Full Members to stand for committee. The Nominee must be willing to stand for the Committee and sign the Nomination Form. By signing the Nomination Form the Nominee is affirming his/her ability and intention, if elected, to attend committee meetings regularly.

NOTE

You may not stand for the Committee if the law debars you from being a Charity Trustees. Only Group Full Members may nominate Committee Members or be nominated as Committee Members.

This Nomination Paper must be returned to the Group Secretary at least seven days before the election by 17th March 2021. All Officers and one-third of **all** other Committee Members must retire annually by rotation and may offer themselves for re-election by Group Full Members.

OFFICERS

Name	Position	Nominated by	Seconded by	Signature of Nominee
	Chair			
	Vice Chair			
	Secretary			
	Treasurer			

COMMITTEE Members

Name	Nominated by	Seconded by	Signature of Nominee