



# CAMCHAIN

The Newsletter of Cornwall Advanced Motorcyclists

Issue 23 June 2020

LOCKDOWN EDITION

## CHAIRMAN'S CHAT

*David Hinchcliffe reviews the recent past and looks to the future*

**And it was all going so well! - Everyone in position to start serious recruiting at the end of the rainy season, strong committees up to strength and working well. A flow of test passes coming in, and a full social programme all lined up and then ...**

It was such a shame for Julie and the social team; for the first time in many months we had a full programme for the foreseeable future and then it all got cancelled. So now the thinking is to get it all up and running again when we are allowed to.

No Committee Meetings since Lockdown commenced but there has been email communications and phone calls between committee members but to be honest there has been little we could do at present or plan for until we know what the situation is going to be, very frustrating.

However, its not all bad news—a month or so ago, Mark, Malcolm and I had an audit of the club with Shaun Cronin, our Area Regional Service Manager. About an hour and a half using Microsoft Teams and a PowerPoint document put together mainly by Mark, with contributions from Tim, Malcolm and myself. We were graded green in all areas with some great comments as well - a good well organised club, well run, high quality of training and passes and good social side (and apparently a good Chairman too!).

We have set up 'Slack' as a form of internal club social communication, (for those of you who haven't discovered its delights it's like an online forum but for the exclusive use of members of the club). If members want to use it - get in there, it's good to talk. We have also tried to maintain an active presence through social media to show that we are still around.

Because we haven't been spending any money (nothing to spend it on!) club funds are at quite a healthy level and there are going to be discussions about whether to spend the money on a big club event for members or hang on to it to be able to adjust membership fees for next year. There will be conversations as to what to do about membership fees for the coming year. We already have some ideas.

Although Lockdown now seems to be easing its still not easy to see how a conventional AGM could be held under current conditions. However, there are ways of dealing with AGM issues if we cannot hold a normal one. Club rules require some Committee Members to change at specific intervals and we will need to look at Committee members for next year too, but depending on how the situation develops maintaining some continuity may be good and necessary.

So how do I see it now? We should follow the IAM RoadSmart and government guidance to get back on our bikes safely and sensibly and then get some miles and hours in. The Observers amongst us will be getting back into the swing of things - we are all adults; we are all experienced; if anyone wants help or support just ask. Then when the time comes, we can get back and pick up the training again. Planning sensibly and taking due care- which is what we would do anyway.

Hoping you are all well and that some of you are back riding.—DH



*What didn't happen - but might!*

### *In this Issue*

Quizzes

Lockdown Social Update

A Spanish near miss!

Lockdown Bike Project

Power and Torque



**During May in lieu of the Club Day David H produced a Quiz for the benefit of members  
and to help keep them on their toes!**

**A copy is provided below with answers (which you can hide whilst doing the quiz)**

## May 2020 Club Day Quiz (using Highway Code and the IAM ARC Logbook)

- |  |   |
|--|---|
| 1—Signs with blue circles but no red border mostly give what?  | <i>Positive instruction.</i>  |
| 2—Which one of the following means dual carriageway ends?  | <i>The first one.</i>   |
|                         |   |
| 3—What is the stopping distance in metres at 60mph?  | <i>73 metres.</i>   |
| 4—The white line nearest you is solid, when may you cross it?  | <i>If necessary, provided the road is clear and it is safe to do so to enter an adjoining premise or side road.<br/>To pass a stationary vehicle, or overtake a pedal cycle, horse or road maintenance vehicle, if they are travelling at 10mph (16km/h) or less.<br/>If directed to do so by an authorised person (police or highways agency.)</i> |
| 5—How must you treat box junctions?  | <i>You MUST not enter until your exit is clear. However, you may enter the box and wait when you want to turn right if you are only prevented from doing so by oncoming traffic, or by other vehicles waiting to turn right.</i>  |
| 6—What is meant by ‘power’?***   | <i>Power is the ‘rate of doing work’. The more power- the faster something can be done.</i>   |
| 7—What is ‘torque’?***   | <i>Torque is ‘turning force’. A small powered engine can move something big, but it would need to be very low geared and would be very slow.</i>  |
| 8—We use a system we refer to as IPSGA, what does it stand for? Think it through for a riding situation. | <i>Information, Position, Speed, Gear, Acceleration.</i>  |
| 9—When is a bike most stable?  | <i>When travelling in a straight line, on a level course and at a constant speed.<br/>(No not when you’ve dropped it, nor when it’s in the shed Clive).</i>   |
| 10—Define ‘hazard’ and name 4 potential ones when out riding.  | <i>Anything which contains an element of actual or potential danger<br/>So many to name– Approaching corner, Driver ahead, Leaves on road, Rain, Fog, Roundabout ahead, Other riders, Traction engine, the list goes on.....</i>  |
| 11—What’s the French for ‘petrol’ and for ‘diesel’?  | <i>Petrol– Essence (sans plomb)<br/>Diesel– Gas-oil</i>   |
| 12—One horsepower is approximately how many kilowatts?   | <i>A kilowatt is one and a third horsepower or 1hp=746 watt.<br/>(So a 3kw electric kettle is nearly 4hp- it heats a lot of water fast. How many electric kettles to your motorbike?)</i>   |
| 13—Name four sources of information when you are riding?   | <i>Forward observation, Use of mirrors (rear view), Road signs and road markings, Other road users (brake lights, position, indicators).</i>  |
| 14—What are the laws relating to carrying pillion passengers?  | <i>The LAW- Only one, they must wear helmet, sit astride the bike facing forwards on a proper seat, both feet on the footrests.<br/>Bike must be designed to do so, Driver must hold a full licence.</i>  |
| 15—Name another European country that rides on the left.   | <i>Ireland, Cyprus and Malta</i>  |

\*\*\* More detailed explanations are provided later in the Newsletter.



# CAMCHAIN

## *What Hasn't Happened Yet but Hopefully Will*

The entire social calendar for the club didn't happen because of Lockdown and there has been zero activity since 17 March. However, things haven't been forgotten and the social committee is scheduled to meet on 7th July to resurrect the clubs social life. The items shown below are the basis for the revised calendar **but which still may not happen!**

Julie will be providing her usual lively updates when things are clearer.

- **First Evening Ride out of the Season**, Terry Tomlin still leading? Possible arrangements—6.15pm Starbucks Chiverton, depart 6.30pm prompt heading for Padstow via Fraddon so top your tanks up!
- **Open Club Sunday**: 10am Ladock. Pete O'Connell giving an informative insight on what steps are involved on taking your Masters and continual rider development. Open to all current members, the IAM Masters programme provides 1-1 mentoring support and guidance that will help you build on your existing skills and attain the highest standard of civilian riding ability in the country.
- **Weekend away at Seaton**. Explore the stunning Jurassic Coast and beautiful Devon seaside town of Seaton, staying at the Premier Inn, Harbour Road, Seaton, Devon, EX12 2NA (also satnav postcode). The hotel has 77 rooms, lots still available so no shortage, currently £87 per room and meal deal extra. If you'd like to join us on this weekend, get yourself booked up for Saturday night 18 April and meal deal/ breakfast. Let Julie know for meet up and numbers.
- **Monthly Ride Out** for those choosing to stay local with Mr Mark Tucker who may be leading you across those Cornish hills and dales. Meet at B&Q Pentewan Rd St Austell PL25 5BU (opp Costa) for set off 10am heading to Looe for coffee/lunch then on to Hessenford Liskeard St Neot, finishing at Victoria Roche. Route on "Myrouteapp" <https://www.myrouteapp.com/en/social/route/2720936?mode=share>
- **Open Club Sunday**: 10am Ladock: Magellan Tours with Felix and David Billington giving a talk on: Who we are; Who our clients are; Why people ride with Magellan; Where we go and what types of tours we offer; Our Community; Our top touring tips; Q&As – absolutely everything you would need to know for one of these amazing tours! Also, if you are interested in a tour, when you book, just use the code "KERNOWIAM" which gives £100 off any of their tours for Cornwall IAM members. So check out the link and get touring!
- **Loire (France) trip away**. Anyone wishing to join us for everything French, then let Julie know [juliecalow@btinternet.com](mailto:juliecalow@btinternet.com) who can forward details on ferry booking times and accommodation places to book up, plenty of time to think about it and everyone welcome to come along.
- **Evening Ride with Dennis Green** on his super duper Honda CB 500x, fully loaded and ready to lead! Meet 6.15pm Wetherspoons Truro, leave 6.30pm sharp. Ladock valley to St Mawes via Portscatho; possibly coffee at Rising Sun pub and return to Truro then disperse home!
- **Bike Safe with Police, County Hall**. Volunteers required please to promote CAM after session.
- **Monthly Ride Out *VOLUNTEER LEADS RIDER REQUIRED!*** Email or Julie 07818 431156 to save the day and make it your way, just like Frank (Sinatra not Balloch).
- **Thrupton Motorcycle Skills Day**. July 14th is still on at the moment.
- **Camping Weekend** Tony Bonner and Paul Anderson hopefully still planning camping trip to leave Friday afternoon/ early evening at Maker Heights campsite on the Ram Peninsular <https://makercamp.org.uk/> Check website for possible dates. The site is run by the Ram conservation group and is non-profit making. The site is quite wild, has good facilities, a great canteen which does an excellent breakfast, superb views over Plymouth Sound and, the best bit, a ten minute walk to the pub at King Sand. £12 pp per night. Get your tents and sleeping bags for the ready – you won't need the cooking utensils though on this weekend away!
- **Note**: If there's a speedway meet at Plymouth that weekend then a trip on Friday evening could be on the cards, ride out Saturday and ride home Sunday. Tony needs to know interest and numbers for this please. Contact [juliecalow@btinternet.com](mailto:juliecalow@btinternet.com) or call 07818 431156 to register interest.
- **Evening Ride Outs** – any volunteer lead riders out there, please come forward!
- **Open Club Sunday Ladock Village Hall** 10.00am.—John Green, Cornwall Blood Bikers speaker, will be giving a talk on Blood Bikes and so much more! Very Scottish, very entertaining and very informative. John can't wait to step into the CAMmer's Lion's Den arena to meet you all!
- **Observers Training Weekend**. 9 National Observers had volunteered to run the weekend if they are still up for it so we can support up to 18 Local Observers and/or Full Members (and now open to Associate members). First come first serve basis with cut-off date to be advised— check website.
- **Open Club Sunday** Ladock Village Hall 10.00am Si Wilkinson will be giving us a talk on "How to fast-track your (or your learners) learning: *Tips to learn skills faster, more efficiently, and with greater effectiveness.*" What are you waiting for? Turn up and find out how!
- **2020 Stuff** to come: Talk from a biker policeman's perspective; more Emergency 1<sup>st</sup> Aid free courses; Bike Seal Demo with Dale Stote; Gary P to give talk/demo on 'What to Pack' when touring; talk on Full Control/Positive Steering; Simon Williams follow up 1<sup>st</sup> Aid specific to bikers talk; Chris Gendall follow up talk on medics and bikes;

And As Always.....

- **CAM Merchandise on Sale at Club Sundays**: 'Insights into Advanced Motorcycling'- £4. Hats £8; Caps £8; Badges £4; IAM Neck Scarves £3.50; CAM Neck Scarves £8; Lanyards £3 – All excellent for Birthday presents, Easter presents, 'I've lost it' presents or simply 'Because I'm Worth It' presents!
- **Events/Talks**: If anyone has an event that we should make note of, or someone who we could invite to give a talk, please email Julie on: [juliecalow@btinternet.com](mailto:juliecalow@btinternet.com) with details, thank you!





## *A Race against time*

George's and My Spanish Trip

(Oh! how things can change in a day —Or Beef Bourgoigne all the way)

**Dave Hinchcliffe recounts his and George Stagg's sprint from Santander to Roscoff as Lockdown loomed**

**We'd had a problem finding a mutually convenient date for the trip but finally sorted to leave on Friday March 13<sup>th</sup>. Only just realised this- Friday the 13<sup>th</sup>—auspicious.**

Plan was to get to south of Spain, somewhere hot after all the rain here and for me check it out as possibly somewhere to stay a month in the winter with the bike. Then back up through Portugal, Corunna and back along the top to Santander and home: 12 days or so. We had thought about it, but on the day, there was no reason not to go and we were going south and west, on bikes, and avoiding built up areas.

We met at Chivy at 4pm as planned. As I was passing Mount Hawk, the engine management warning light came on and stayed on. Yes, the bike had been serviced, yes I had checked it over, pumped everything up, greased, adjusted the suspension, oiled and checked everything and given it all the love it had been missing. Oh! Fuelled up and phoned Andy at Kawasaki, no time to take it in. "That model sometimes does that mate, it can be false" "Does it start?" - "Yes." - "Does it run?" - "Yes" - "It may be ok then".

There really was no choice, so nice run up to Plymouth, refuelled, on the ferry in good time, drink in the bar, few words about what others thought and then to sleep. Breakfast the next day and hours to waste chatting. Then the emails started coming in from friends etc. About an hour before docking in Santander—email from Brittany Ferries that all return crossings including ours cancelled until second week of April and emails from friends that Spain was now in lockdown, whatever that meant. I also needed to be back for a family funeral which by the time I was back had already happened as a cremation with no mourners allowed!

Food on the ferry seemed to be either fine dining or snacks, then just before the end, I went to the salad bar on the top deck only to find it did decent food at decent price. So Beef Bourgoigne all round - good idea to keep fed.

We tried to book the same boat back at the desk, no go. We got off the ferry, did a 'Uee' and tried to get straight back on - no go. Driving out of the port, we seemed to go on for ages and ages, and then there was nothing, absolutely nothing. Saturday night in Santander at 7pm and nothing. It was scary-like an old Dr. Who zombie film. I knew the sat nav couldn't find the hotel, but I had some idea. No, we didn't find it first time nor second time but we were close. George found it on his phone and wanted to gaffer tape it to my handle bars. Got it at third attempt. Nice girl booked us in. Sat in reception and made a plan. Nice girl gave us a beer unasked. Vision of being two tramps within two days- not wanted (not unusual), no fuel, no bed, no food, no Spanish.

We decided to run for the French border first thing; once there we had more chance, and head for Roscoff. Backstops

were two - I had an old college friend with a farm in the Pyrenees; I was sure Annie could either smuggle us over the border or put us up and if Roscoff didn't work then it was the Eurotunnel: just another day's ride. Two days ride was my estimate to Roscoff.

So up early, no cars nothing looking out the window. quick breakfast and off. Two or so hours at speed out of Spain and more nothing- about 2 cars and no one. Crossed the border without realising; there are no checks, and on. Endless tolls and really mean endless, endless speed; a few great views of estuar-

**'About an hour before docking in Santander - email from Brittany Ferries - all return crossings - cancelled until second week of April'**

ies leaving Spain, hour upon hour of pine trees and sand in southern France. France was normal - traffic, people, and busy and reassuring. More tolls. Oh - motorways all the way, nothing clever here: we need to get on. Stopped every hour and half to refuel and stand up and on. Got somewhere north of Bordeaux by about 3 and were tired. Emergency rations- Kendall mint cake and booked a hotel on outskirts of Niort, an hour and twenty minutes or so on. Also booked 3pm ferry Tuesday and we were tired. Forgot to say- half way through that day, my engine warning light went out- one less worry. Made it, booked in, first view of plastic gloves and closed restaurant area etc. Kilner jars of Beef Bourgoigne or risotto for summer- warmed up with French bread. Breakfast served by plastic gloves and to be eaten in our room. Yep, life was getting weird.

As we set off, I said to George "we might make it today, if we push on". "I'll do my best Dave". We rode and rode and rode, no food or drink stops just fuel, one fuel station closed. Made Roscoff by about 1.30pm for 3pm ferry. Changed tickets easily- very nice girl at the box directed us to the wooden shack to change them, back to same very nice girl- nearly there and then the tickets that go on the screen weren't right- she printed out piles, time was getting on, and still no luck (and I always thought they were unimportant). Finally- the ship hadn't left, and off to lane 23 or whatever, more or less straight on and we were there. A few beers, more Beef Bourgoigne (huge portions, as they weren't serving any more), lots of good chat about tractors etc. worries and avoidance of anyone that coughed- getting paranoid by the end; straight off.

Slow ride out of Plymouth- realised later my speedo was still set for kilometres so oops! I held up the traffic a little. Then a ride back through the dark and home by about 9.30pm and safe. That turned out to be the last ferry; Tuesdays' cancelled. 670 miles roughly in day and half and a great trip. George had wanted to ride through France- I had said I'd done that and didn't want to - well we did. No speeding tickets yet either. Happy George. The only real disappointment for me- no raspberry tart on the ferry back.

"Thanks George!" - "No problem — I did my best!"

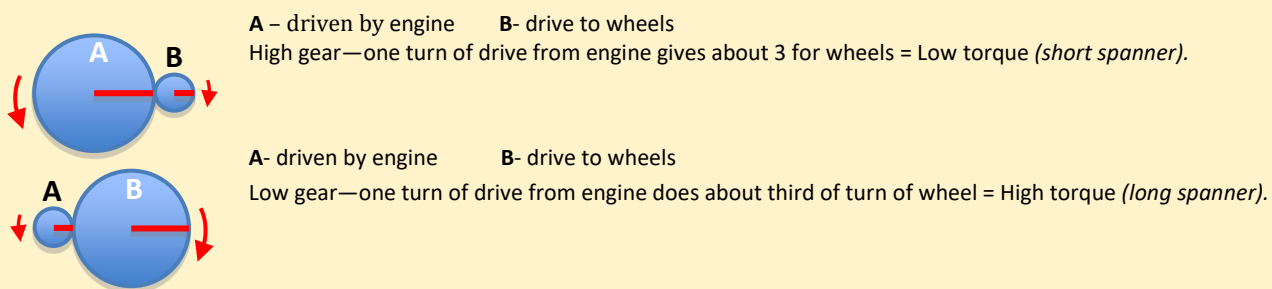


## Power and Torque

As an extra to the May Quiz  
David Hinchcliffe offers a simple Lesson in Power and Torque

### Some initial thoughts:

1. Your bike and my Ford 5000 tractor that I drove on downs and loved both might have had the same power- about 70 hp.
2. Power is the rate of doing work. Something more powerful can just do the same thing faster. So a 300hp tractor can pull bigger/wider equipment faster and so cover more ground in a day, than the ones I used to drive.
3. Horse power originated from the rate at which a horse could pull coal up a mine shaft, ie. 550lb, up one foot in one second. James Watt started all this.
4. The French have the same – CV- cheval and the Germans PS- pferd, both meaning horse.
5. (so the original 2CV- was just that).
6. If you want to be really complicated there are different ways of measuring power output- BS, SAE, DIN are a few.
7. Torque is turning force. Think of a torque wrench used to tighten wheel nuts or your bike axle nut - long spanner that can be set to slip at given torque setting.
8. Did you know that spanners for small nuts are short because otherwise you could over-tighten them and shear the bolt. And the length gets longer as nut gets bigger. On ploughs to stop nuts moving I used to use tubing on end of spanner to make it longer = more torque = tighter nuts.
9. Think of the radius of a gear as a spanner.
10. Back to your bike and my tractor-
11. Tractor low geared, high torque, low speed.
12. Car, higher geared, lower torque, higher speeds.
10. So it's all in the gear box. How the power is used.
11. Imagine the circles as gears in a gearbox, one turned by the engine (driver) and the one to the wheels (driven) ,the line can be thought of as a spanner trying to turn the shaft.



12. Fourth gear is normally direct drive, engine to wheels, and the rest of gearbox, 1,2,3 geared down. Hence the old overdrive, for fifth which was geared up gave economy at easy driving speeds on motorways but no torque. So a tractor is low geared = high torque, low speed, a car is high geared = high speed, lower torque for the same power. Then it all gets technical with differentials also having an effect on cars and torque back-up being important on tractors (*ability to keep going as revs drop*) and what you notice on cars. Engine and fuelling design and set up then has effects.

**A slightly more 'sciencey' explanation is outlined below which give the principles which underpin the practical examples above.**

**TORQUE** is defined as a **FORCE** around a given point, applied at a **RADIUS** from that point.

If you imagine a fixed shaft or rod sticking straight out from a wall and that a crank handle is attached to the end of shaft so that it is parallel to the shaft and has a radius of 12" from the centre of the shaft. If you then tried to turn the handle with a force of 100lbs. Because the shaft is fixed rigidly to the wall, the shaft does not turn, but there is a TORQUE of 100 *pound-feet* (100 pounds times 1 foot) applied to the shaft. IF the crank-handle was twice as long (i.e. the handle was located 24" from the centre of the shaft), the same 100 pound force applied to the handle would produce **200** lb-ft of torque (100 pounds times 2 feet) even though the shaft still doesn't move.

**POWER** is the measure of how much **WORK** can be done in a specified **TIME**.

Taking the shaft analogy, if the shaft could turn and that same 100 lbs of force was applied continuously and the shaft then rotated over a period of **TIME (or Revs Per Minute—RPM)** it then produces power which is a measure of **WORK** done. The more **RPM** the more **POWER** for a given amount of **TORQUE**.

So you can say that **TORQUE** and **POWER** are related and depending on the gearing (as outlined in DH's lesson) and they will change relative to one another.

Now to get back to bikes, the **TORQUE** is provided by the downward pressure of the piston through the conrod on to the crank to produce **POWER** at the crankshaft. At which point it can be manipulated through the gearbox to produce more or less **TORQUE** at the wheel and thus move your bike as per the examples in DH's lesson.

**During June in lieu of the Club Day David H produced another Quiz for the benefit of members and to continue to keep them on their toes!**

**A copy is provided below with answers (which you can hide whilst doing the quiz)**

**Answers courtesy of Antony E—DH reckoned they were better than his!**

- 1—Roughly speaking the petrol/air mix ratio in an engine is 1:15. Is this by volume or by weight? By weight.
- 2—Is it the liquid or vapour of petrol that burns? Vapour.
- 3—What is 'stale' petrol? Fuel that's chemical compound has changed due to the evaporation of volatile components
- 4—Properly speaking what are the four strokes of a four-stroke engine? What is the easy way of remembering them? Intake (induction), compression, ignition (power), exhaust. Suck, squeeze, bang, blow.
- 5—Give two advantages of a four-stroke engine. Low down torque and no pre-mixing.
- 6—What are the two strokes of a two-stroke engine? Up and down – Up 'squeeze-bang' and down 'suck-blow'.
- 7—How should you treat a sleeping policeman? Carefully! Slowly and carefully as speed can cause injury.
- 8—Pedestrian crossings:  
Zebra, Pelican Toucan, Puffin and Equestrian:  
What are the differences?  
Zebra- black and white with amber flashing beacons, pedestrians take priority when on the road.  
Pelican Toucan – Light controlled. Pedestrians press a button to change lights and cross.  
Puffin – Light-based sensor driven system that holds a red light when pedestrians are on it.  
Equestrian Crossing – Similar to a Pelican crossing. Rider presses a button to control traffic lights.
- 9—Reflective road studs (the old cats' eyes); what colours mark: Lanes or middle of road, Left edge of road, Central reservation, Edge of main carriageway at laybys and slip roads?  
Lanes or middle of road – White.  
Left edge of road – Red.  
Central reservation – Amber.  
Edge of main carriageway at laybys and slip roads? - Green.
- 10—Explain the 'limit point' of vision. The furthest point of vision where both sides of the road meet. The last fully visible part of road you can see.
- 11—What are the three stages of progressive braking? Light, hard, light.
- 12—Should you ever plan to break the speed limit? No.
- 13—What is the safe following distance in the dry; and in the wet? 2 seconds dry, 4 seconds wet
- 14—When may you cross a double white line where the line nearest you is solid? To pass parked cars, slow moving vehicles less than 12 mph or to turn right into a driveway.
- 15—Explain the concept of the safety bubble? An imaginary bubble around you and your bike and the same for an oncoming vehicle. As if looking from above there is a circle around your vehicle. The idea is not to clash with another's bubble. Pop the bubble and it could be fatal. Easier to draw than to explain.

## LOCKDOWN PROJECT BIKE

### 1975 Yamaha XS650B Resurrection—Part One

Dave Billington starts a short series on the rescue and repair of his Yamaha XS650.

An impressively relaxed approach to what looks like a tricky renovation job

#### Arrival

In January, I bought a US import 1975 XS650B Yamaha for complete restoration from DK motorcycles one inebriated evening on *Ye Olde FleaBay*. Only 8,000 miles on the clock, abandoned in South Dakota for many, many years, chrome and alloy in very good condition (South Dakota is DRY), mostly all there and I quote ‘runs on easy start spray but the carbs will need attention’.



As delivered by courier

I chose an XS650B for a number of reasons. The XS650 was the first 4 stroke Yamaha built and the engine has a reputation for being over engineered and bullet proof (many were bored to 750 or even 850 on the original cranks and bearings and used for drag racing and flat track racing in the US).

Spares are still easily available from Wemoto or Yambits in the UK and there is a big custom following in Germany, where there is a an XS650 specialist in Kiel who delivers by DHL door to door in 3 days. Basically the original XS650 was an unashamed copy of the legendary Bonneville I had lusted after as a lad, but much better engineered, and also much cheaper to restore now too !!

The ‘B’ model is quite rare, as it was only made for one year as a stop-gap when the factory modified existing US spec bikes after TT legend Percy Tait (who they had just poached from the ailing Triumph group) visited the factory to help them address poor sales in Europe. Dutch dealers had many potential customers reporting bad road manners and poor handling in general after test rides. The Yamaha test track proved to be flat as a billiard table, and so Percy Tait immediately advised the company to upgrade the frame, swinging arm, forks, lighten the wheels etc, for our rather less than perfect European roads.

#### Investigation 1

My factory modified XS650B duly arrived and, and from a distance it was in pretty good shape, but then a quick look over revealed a few issues...Engine and frame numbers do indeed match as the Ebay advert said, and are correct for a 1975 XS650B model. The stop-gap additional factory

added frame bracing, beefed up front down tubes, unusual spoked alloy wheels and other factory mods are also clearly visible, great.!

BUT... Front brake master cylinder was full of soil, brake hoses rotted, tyres looked new but have rotted sidewalls, the battery had burst at some point leaking all over the frame so all paint gone here and frame rusty (fortunately it turned out to be only surface rust), bar switches not moving, tank dented and rusty inside, no air filters and one air filter box missing, rubber carb manifolds and boots rotted, throttle cables not connected to the



Soil in the master cylinder



Rock hard and perished



Burst battery woes

*‘Runs on easy start spray but the carbs will need attention’.*

carbs, indicators missing, fork seals shot...

So I left the new arrival to settle in overnight next to my trusty touring

bike, a 2010 R1200GS, and then indulged in a bit more gentle investigation the next day....

#### Investigation 2

Hmm, the carb slides don’t move. Delve a bit deeper and, hang on a mo’... don’t the carbs look a bit odd? Wiggle them off and yep, the bike had two right hand carbs, one pukka Mikuni and one later model Solex so clearly not original!



Non-matching frozen carbs

Both carb slides are rock solid stuck in the fully down position. Hooking up a (20amp fuse protected) slave battery and everything is totally dead, lights, ignition, etc zero. Spark plugs were both loose, but removing them showed the engine had



## LOCKDOWN PROJECT BIKE

### 1975 Yamaha XS650B Resurrection—Part One continued

#### Investigation 2 - cont'd

good compression, using the old thumb over the plug hole test (a strong thumb can resist about 150psi of engine pressure before getting blown off the plug seat). However, looking inside the cylinders through the plug holes with an endoscope showed huge carbon deposits. So much for 'runs on easy start spray but the carbs will need attention'.

Tank and seat off and the electrics are fried, rectifier visibly burnt out and wiring harness rubbed to bare copper in several places under the tank which may explain the burst battery. Front brake caliper is seized solid and rusty inside, so loosen off and remove.

The bike sits a bit odd from the rear, closer look reveals non-matching rear shocks. So time to get the socket set, penetrating oil, shock spray and the JIS screwdrivers out and strip her down.



Fried rectifier



Another non-matching pair

functioning sealed beam unit, not even connected up.

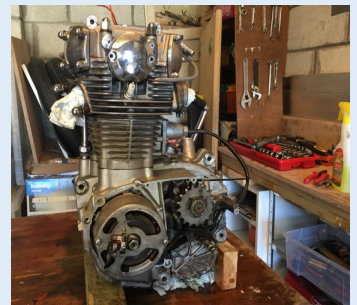
Rusty drive chain removed, and the sprockets are both a bit hooked and so will need to be replaced, lots of areas are caked in mud which has set to concrete. More hardened mud between the barrel fins, behind the front fork legs, between the carbs, and in other inaccessible places. Looks like the bike had been off-road and then had a not too thorough steam clean.



Petrified mud in all the non-visible areas

Wheels Look straight, spokes all sound tight, bearings feel OK, no play in the oft criticised nylon(!) swinging arm bearings. Removal of the stone age electrics (weird mechanical rheostat as a voltage regulator and huge melted flat plate rectifier) and disconnect the wiring loom, taking very careful notes on every single one of the bullet connections and all of the colours for later reference.

Engine out (definitely a 2-man job, the 650 parallel twin lump weighs a proverbial ton). And so to business, stripping the frame, painting, cleaning, checking, replacing, rebuilding the engine, etc, etc.



Time for a strip down!



Grain in the silencers

Exhausts off and on removing the silencers, they are making a very odd rattle when shaken, rust?? Lots of upending and shaking produced almost a kilo of grain from the left-hand silencer, so the bike actually was a real honest-to-goodness barn

find!

Side panels and the lone air filter box removed revealed the extent to which the frame paint was already stripped by the leaking battery.

Headlamp shell opened, revealed a small termite's nest (!!) and a typical 1970s rat's nest of wires and bullet connectors. Headlamp is a non-



Termites and rat's nest



New definition of 'Naked Bike'

Watch this space...

DB



## OPEN CLUB SUNDAYS

**CAM Club Days are normally held on the first Sunday of the month at the Ladock Community Hall**

**The day is open to all-comers so anyone can attend and take advantage of what's on offer**

CAM has enjoyed a lot of support through Open Club Sundays over the years. These are designed to encourage non-members to attend - 'to see what its about' and then go on to greater things. Due to Lockdown we haven't been able to hold Open Clubs Days for a few months now, and its difficult to see when they will restart. However, restart they will when its possible and we look forward to seeing members and non-members alike thronging the Ladock Community Hall once again!

Gary M will continue to provide highly instructive and thought provoking technical talks with outside speakers providing more wide ranging items such as 'First Aid Specific to Bikers' and 'Racing at the TT' as well as the more fundamental aspects of IPSGA.

We are fortunate to have had consistently high numbers attending the lectures and presentations, before taking the opportunity to have an observed / assessed ride or join in on the social ride. However, all this has not been before enjoying a bacon / sausage bap (plus optional egg) and a coffee expertly

prepared by the catering team, Gary and Linda P. Keep up the good work people, we will need you when it all gets going again. (I'm looking forward to tucking into one of your bacon baps and a coffee for sure—Ed).

The level of interaction and support for these technical sessions from the members has continued to grow over the years and has helped make the Club Sundays more enjoyable as well as providing a valuable social activity and learning opportunity. Attendances have been recorded consistently between 25 and 45 with the norm being around 35, all making the most of the refreshments, sharing of knowledge and meeting other riders for a chat.

Our continued thanks to the 2 Garys and all those volunteers who have helped make this happen as well as the support and dedication of its Observers, and we are all looking forward to the day we can do it all again.

Thank you One and All



### Club Rideouts

**Club Rideouts are for Full Members only. Associates can participate by invitation through their Observer.**

**The Monthly Rideout is usually on the third Sunday of the month and the Evening Rideout (April to September) is on the first Wednesday of each month.**

**Rideouts are announced (leader, date, time, start point and probable destination) by email and through the website.**

**[www.cornwalladvanced.co.uk](http://www.cornwalladvanced.co.uk)**



### CLUB PRICES

Sausage Bap Veggie)	£1.50
Bacon Bap	£1.50
Add an Egg	£0.50
Tea	£0.50
Coffee	£0.50
Hot Chocolate	£0.50
Club Badge	£4.00







# CAMCHAIN

## ***KEEPING IN THE LOOP***

Where to go for information and advice.

All Committee members are contactable by email.

The Training Support Group should be contacted through the Chairman of the TSG

### ***GROUP COMMITTEE***

David Hinchcliffe	Chair	<a href="mailto:laserdaveh@hotmail.com">laserdaveh@hotmail.com</a>
Clive Richards	Vice Chair	<a href="mailto:choughie@aol.com">choughie@aol.com</a>
Malcolm Farrar	Treasurer	<a href="mailto:camcom100@outlook.com">camcom100@outlook.com</a>
Mark Tucker	Secretary	<a href="mailto:cam1254bikers@gmail.com">cam1254bikers@gmail.com</a>
Gary Pike	Publicity (Web)	<a href="mailto:garypikecam@gmail.com">garypikecam@gmail.com</a>
Julie Calow	Events	<a href="mailto:juliecalowcam@btinternet.com">juliecalowcam@btinternet.com</a>
Malcolm Farrar	Newsletter Editor	<a href="mailto:camcom100@outlook.com">camcom100@outlook.com</a>
Mark Tucker	Membership	<a href="mailto:cam1254bikers@gmail.com">cam1254bikers@gmail.com</a>
Amanda Pratley	Publicity	<a href="mailto:pratleyamanda@aol.com">pratleyamanda@aol.com</a>
David Hinchcliffe	Training Support Group	<a href="mailto:laserdaveh@hotmail.com">laserdaveh@hotmail.com</a>
Bob Griffin	Member	<a href="mailto:retorob53@aol.com">retorob53@aol.com</a>
Tim Collins	IMI and Training	<a href="mailto:timothyroycollins@yahoo.co.uk">timothyroycollins@yahoo.co.uk</a>
Mike Cowell	Member	<a href="mailto:mail@mikecowell.co.uk">mail@mikecowell.co.uk</a>
Colin Williams	Member	<a href="mailto:kiwikol@icloud.com">kiwikol@icloud.com</a>

*CAM Honorary Vice Presidents*

*Shelagh Garrard, Sam Patmore and Bob Griffin*

*In recognition for their work and commitment to CAM and Its Members*

### ***SOCIAL COMMITTEE***

Julie Calow (Chair)	<a href="mailto:juliecalowcam@btinternet.com">juliecalowcam@btinternet.com</a>
Gary Metters	<a href="mailto:20townsfield@sky.com">20townsfield@sky.com</a>
Gary Pike	<a href="mailto:garypikecam@gmail.com">garypikecam@gmail.com</a>
Amanda Pratley	<a href="mailto:pratleyamanda@aol.com">pratleyamanda@aol.com</a>
Malcolm Farrar	<a href="mailto:camcom100@outlook.com">camcom100@outlook.com</a>
Terry Tomlin	<a href="mailto:terrytomlin@btinternet.com">terrytomlin@btinternet.com</a>

### ***TRAINING SUPPORT GROUP***

David Hinchcliffe (Chair)	Karen Richards
Amanda Pratley	David Mooney,
Tim Collins	Mark Tucker
Colin Williams	Chris Gendall
Gary Metters	Clive Richards

### **FACEBOOK**

The club has two Facebook pages one is open to all including non-members and one is a closed group for members only. If you are aMember and don't have access to the closed group contact the Membership Secretary for an invite to the group.

Closed Group URL is: <https://www.facebook.com/groups/cornwalladvanced/>

Open Group URL is: <https://www.facebook.com/cornwalladvancedmotorcyclists/>

### **WEBSITE**

The Cornwall Advanced Motorcyclists website can be found at: [www.cornwalladvanced.co.uk](http://www.cornwalladvanced.co.uk)

