



THE AYR CLASSIC NEWSLETTER

December 2022

ISSUE 253

Contents

From the Editor	2
Club Member of the Month	3
Donation to Ayr Ark	5
Winter Storage	6
Games Night	10
Club Dinner	11
Spot the Error	16
Caliper Tools	17
Technical Article	18
For Sale	19
Events Calendar	20
Club Tools	21
Contacts / Useful Links	21

From the Editor

As we approach the end of 2022, we can look back on a year that has more or less seen a return to normal. It has been great to see, throughout this year, the increase in members participating in club activities. Club runs have been well attended, the newly introduced coffee morning runs were a success and the membership has grown. We were especially pleased with the number of you who volunteered to assist with the organisation of next year's show. Let's hope that, with the return, of the show 2023 will be just as successful.

In November's newsletter Brian Robertson placed an advert looking for a project. He has since informed me that he had a good response from the members and that he has a few options to go investigate. He would like to thank all those who responded to his request. If you have something to sell or are looking for a project or an elusive part, then please consider advertising in your club's newsletter.

During December the club introduced a games night and held the club dinner. Both were considered to be enjoyable occasions. Details of both are in the newsletter.

Finally, I would like to wish all of you a Merry Christmas and a Happy New Year and a big thanks to all members who have contributed to the newsletter in 2022. It's your input that makes it all possible.

Paul Wilkinson

(Front cover: Jim McCulloch's 1999 Honda VFR800 Fi)

Club Member of the Month

Name – **Jim McCulloch**

Club Position – **New Member**

Age – **59**

How old were you when you bought your first bike? – **About 15**

What was it? – **A Honda XL100 which was basically a field bike as it had been a stripped-down MOT failure for use off road only and it was a shared bike with my school mate Drew.**

Do you still have it? – **Unfortunately, not as school kid pocket money barely covered the cost of petrol.**

What do you currently ride? – **I have a Yamaha Tracer 900GT, a Honda CBF1000 and a Honda CRF250L Trail bike.**



How long have you been a club member? – **Just joined earlier this year although I've been coming to the Interclub Quiz nights for several years.**

What is your favourite club event or memory? – **I did enter my 1976 Bultaco 250cc Pursang Mk12 in the Classic Bike show probably about 15 years ago and got a**

commendation. It was at the Prestwick Toll Ice Rink so that should date it . George Epsworth persuaded me.



What is your favourite motorcycling memory? – I've got loads of good memories about biking and although I like the road from Fort William to Mallaig Or the A835 from Ullapool to Durness, my best biking memory must be as a motorcycle commissaire rider on the Glasgow Commonwealth Games and riding round Glasgow City Centre up Argyll Street, round Nelson Mandela Place, through Kelvingrove Park and Glasgow Green, to name a few, and crossing the finish line just behind Lizzie Armistead as she won her Gold medal. The Men's Race was bucketing down for hours, but the Ladies' Race was dry so that's a better memory.



Any other information – I've been involved in motorcycles most of my adult life and for the last 20 years I've been involved initially with the IAM and now ROSPA doing Advanced Tuition.

I currently have a 1999 Honda VFR800 Fi in red that I bought as a Project and it's getting closer to being back on the road. Maybe this year.

I should have said my favourite motorcycling memory was the day my wife Jeanette and her friend Janice McGeechan both passed their full bike licenses on the same day in October 2017. Xmas is coming and I need a new Helmet.

Cheers to all, Jim

Donation to Ayr Ark – Santa Clause

Chilly 07th December 2022

My wife (Mrs Claus) was charged with contacting local supermarkets to see if they would be prepared to support The Ayr Ark (www.ayrark.co.uk) by way of donating some selection boxes for the young people who attend regularly.

I decided that I would approach the club to see if "we" would be in a position to help, so contacted Ricky, who then put it to other members of the committee and it was agreed that we would donate £90.00 towards the appeal.

This £90.00 was converted to 72 selection boxes, and these were duly presented to Paul, the Manager @ The Ayr Ark today.

Thank you to Dave Rowell, and John Stewart for their help, (They really are the biggest elves I've ever worked with)

Santa Claus





(John Stewart, Paul the Manager and David Rowell)

Things to Consider when Storing your Motorcycle over Winter **- Paul Wilkinson**

(Article compiled from a number of online articles).



With the risk of ice and snow, riding over the winter can be perilous. But if you've decided to rest up your bike until spring, it's important to make sure it's properly protected. To help avoid expensive damage, rust and corrosion, here are some top tips on how to prepare your motorcycle for winter.

Change the oil.

As you ride, motorbike oil accumulates “gunk” that can cause corrosion or it will settle around your oil filter. Changing your oil and filter before winter keeps your engine “gunk” free and means it will come out of storage ready to ride. If you don’t change it and the oil is old, it can cause sludge in the sump while stood over winter. When you restart your engine next year, the oil-pump will pick up that sludge oil first and circulate it around the prone to wear moving parts.

Wash and protect.

Sounds obvious, but after that last ride before hibernation, give your bike a really thorough wash. Then dry it off as best you can and leave it for a few hours to dry completely. Moisture and salt are the enemy of a motorbike over winter. You don’t want to risk them eating away at the metal. Then protect the finish on engine cases, exhausts, silencers and fasteners. Give it a coat of wax, spray some specific anti-corrosion protection (e.g. ACF-50 motorcycle spray, WD40 or similar) on the exposed metal (especially into exhaust ends and drain holes) then cover these with an open weave cloth or rag to let them breathe. Just make sure you don’t spray anything onto the brake discs, calipers or tyres and finally lube the chain thoroughly.



Where to store.

Make sure you think carefully about where you store your bike. Ideally it should be somewhere sheltered, where there is minimal risk of damp. A well-ventilated garage, shed or motorcycle shelter is ideal. Whatever you choose, it’s a good idea to make sure your motorcycle is tucked away so it’s not being constantly brushed up against or is at risk of being knocked over. If you’re storing bikes outside in winter, make sure they are in a sheltered spot with a specialised outdoor bike cover which will help keep out the elements, secure and think about installing a ground anchor.



Cover your motorcycle.

Even if you are storing your motorcycle indoors, you should ensure it is covered. Ideally it should allow air to circulate while keeping dust and debris off the bike. There is no need to splash out on fancy bike covers, simply get a load of old blankets, curtains or duvets. Watch out though for buttons or any scratchy items on the covers as these can damage paintwork when you pull them on and off. You can of course opt for specially made motorbike covers for the most effective protection.

Get it off the ground.

Tyres don't like to be left with all the bike's weight on them for a long period of time as this can cause flat spots so, if possible suspend your bike off the ground on paddock stands or if not possible the centre stand and car axle stands on the lower wheel. If these arrangements are not possible put a layer of carpet between the tyre and the cold concrete floor of the garage or the ground and remember to rotate the wheels every few weeks. Or slightly over inflate the tyres to counteract the pressure, but don't forget to release the air before you get back on the road.



Keep your battery charged.

Batteries hate the cold, which is why winter is such a busy period for recovery services. You can either choose to totally remove the battery from the bike and keep it topped up indoors, or simply install a connector to the terminals and use a trickle battery charger to maintain your battery and keep your alarm working. If it's possible, go for the charger option as it means you don't have to break out the tools every few weeks when you want to start the bike. It's important to use a maintenance charger designed for bikes and there are plenty available at very affordable prices.



Top up the fuel tank, yes or no?

A point that's often debated when it comes to winter storage, is whether to top up the fuel tank or not. Empty space in the fuel tank lets moisture enter, so a full tank is possibly best for your motorcycle as this prevents any corrosion and you can also add some fuel stabiliser. That will stop it from going stale and gumming up the fuel injection system (or carburettors on older bikes). Use E5 fuel as it has a lower ethanol content. Don't forget to switch off the fuel tap on those older bikes too. In addition, on older bikes, screw the fuel cap down tight and place some masking tape over the breather hole to stop air entering the tank.

Block up intakes and exits.

It shouldn't be much of a problem if you are storing your bike indoors or in a secured garage. But, if you are storing your bikes outdoors in winter, plugging gaps and holes such as the exhaust and vents with rags or cloths stops condensation and moisture from creeping in. More importantly though it also stops mice from nesting inside your bike. Write a big note saying "holes blocked" and put it on the key or ignition barrel, somewhere you cannot miss it.

Run the engine once a month.

As condensation in the air can find its way into the exhaust pipe, causing it to rot from the inside out, it is always a good idea to start the bike and give it a good warm up every few weeks. You don't have to take it out for a ride, just ensure there is good ventilation so you don't gas yourself and let it get up to temperature. A good tip is to let it tick over until the fan kicks in (if fitted), that is more than warm enough. Remember to unblock all intakes and exits before starting your bike. Also remember to allow the bike to cool before covering it up and blocking the holes again.

Security.

If you've removed the battery and don't have an alarm then you'll need extra security - lock, ground anchor, etc. This all depends on where you are storing the bike, but the more security the better. Store all the keys to the locks in a safe place, but not with your bike key and make a note of this, so you'll know where the keys are in spring. Keep the keys separate, then if your house is burgled, they may find the key to your bike, but not the locks, or the other way around. It does happen, don't make it easy for them.



Do the odd jobs you have been meaning to get done.

Remember that spare key you have been meaning to get cut? That hugger you have thought would be a good idea to invest in? The taller screen to make the commute easier? Now the bike is off the road it is a great time to do those jobs that you never get around to doing in summer.



Tax and Insurance.

If you're not going to be riding it makes sense to cancel your road tax and declare your bike SORN (Statutory Off-Road Notification). Don't forget to check when the MoT is due though to ensure you are legal when it goes back on the road.

Your motorbike insurance covers you for more than riding, so even if you are off the road for longer than expected you should think carefully before cancelling it. Thieves are still active at winter and the winter weather can cause storm damage to a garage or shed and the contents inside. It's better to be safe than sorry and stay insured, and comprehensive policies will cover your bike if it is stolen or damaged by fire, accidental or malicious damage, with Third Party Fire & Theft (TPFT) policies covering if your bike is stolen or damaged by fire.

Hopefully all of the above makes sense and if you follow them through then your bike will be ready for the start of the new riding season.

Games Night 9th December



(L-R: Owen Mcgeary, John Stewart, Stuart Dykes, Alan Kempster, Jim Young, David Rowell, Ricky Leiper & Iain Howie).

A few hardy souls brave the weather to enjoy an evening of pool, darts and table football.

Club Dinner – 13th December – Paul Wilkinson

This year the venue for the club dinner was The Western House Hotel, Ayr. This proved to be an excellent choice. The location was perfect, table layouts were lovely, the food very nice and the company enjoyable. My only reservation was that the service was a little slow, but I am sure that if we return here next year that it can be improved.

At the end of the meal, our chairman, Ricky, thanked the members who had attended, Brian Baillie for organising the evening and the staff at the hotel for their attendance. He then proceeded to announce who the winners of the club trophies were for 2022 –

Rose Bowl for club runs on a classic bike – Owen McGeary



Willie McColm Trophy for contributions to the club – Nigel Wanless

Sorry, no photo available.

County Trophy for outstanding contributions to the club – Paul Wilkinson



The Teapot for newsletter articles – David Rowell (Presented at a later date.)



There then followed the raffle. As usual Nigel sold the most tickets, but because they were Ducati "Red" he had bought most of them himself. Despite this, again as usual, he did not have the most winning tickets pulled from the bag. Overall the raffle raised £233 and I think every winner was pleased with their prize. At the end there was a bottle of Jura malt whisky left and Nigel auctioned this off to the highest bidder. The bidding was a bit slow to start with, but it quickly picked up and Alan O'Pray was the eventual winner donating a further £22 to the charity donation.



(Nigel moving so fast selling tickets that the camera could not keep up with him!)

Next it was the quiz with the questions provided by Brian. To say they were challenging is to put it mildly. There was certainly a lot of head scratching in our team and I am sure that it was the same for quite a few of the others. Eventually the winners were declared, prizes were presented and the evening drew to a close. Overall it was an excellent night and we should be making enquiries for next year.



(Jacqueline & Owen McGeary, Ricky Leiper & Jim Young)



(Bill Bryans, Ian Howie, Alan O'Pray, Janice & George Epsworth)



(David Wilson & Sid Brierley)



(George Epsworth, Janice McGeechan and Jeanette & Jim McCulloch)

And finally, one of the committee members, despite knowing where the venue was, went to the Princess Suite at the racecourse instead. Perhaps he was just making sure that there was a suitable space for his Honda when the show returns?

Spot the Error – Paul Wilkinson

I have recently collected the painted parts for my 1971 BSA B25SS restoration and they look superb. Whilst the painter was wrapping the tank he asked if I had spotted the mistake in its fabrication.



He pointed out that the centre of the hole for locating the tank to the frame should line up with the centre tank seam and in this case it didn't. Unfortunately, I hadn't noticed this. My immediate reaction was that it must be a replica Indian tank, but he assured me that he didn't think that was the case. He said that having painted a number of Indian tanks, he was sure that this was a genuine BSA tank as the metal was thicker, the welding was far superior and the tank wasn't covered in dents from it being panel beaten into shape by a

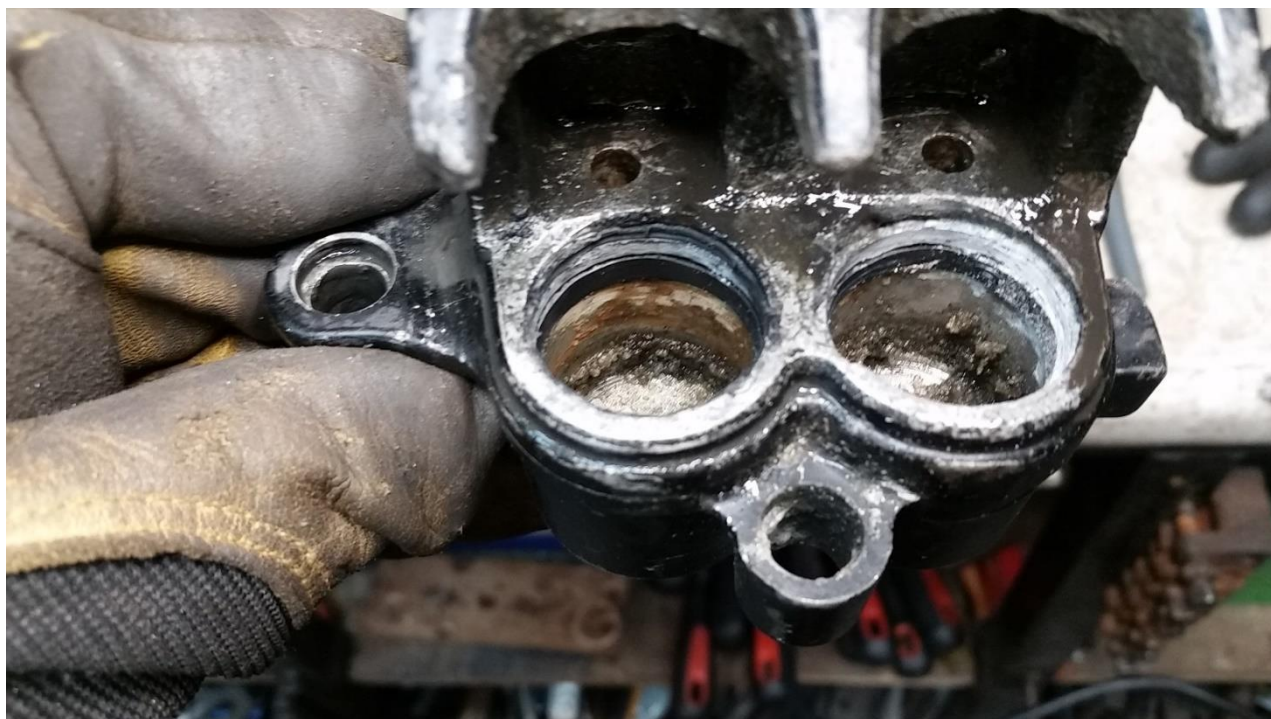
boy sitting at the side of the road in some Indian town or city. He went on to say that most Indian tanks he has painted have required a lot of filler and sanding to get a smooth finish. He thought that it was probably just a Friday afternoon product, that had managed to pass its quality check. As the chrome trim that covers the centre seam is unobtainable, he suggested that I paint the chrome tank retaining piece black, to match the tank panels and nobody would be wiser.

So, what do I do? Live with it or look for another. Let me know what you think?

Caliper Tools – Niall Sommerville

Cleaning out the seal grooves in calipers is one of those jobs that can be a frustrating pain but at the same time strangely therapeutic. Salts build up behind the seals every time the brakes go through a heat cycle. Each time this happens the moisture evaporates leaving behind the dissolved residues. This happens even during the months that de-icing salt hasn't been spread for a long time.

Cleaning out the piston bore is only part of the job, just giving the seal grooves a spray and popping new seals in is not enough. You must spend time removing ALL the hard deposits right down in the seal grooves to ensure that the seals sit square relative to the piston, have enough room to flex so that the pistons can retract when released.



I have not found any tools that are made specifically for the job, so here's a suggestion that is both cheap, very effective and you can make them to suit your own bikes' brakes. Bending and grinding old tools such as screwdrivers etc. can work but they are often bulky and hard to control. Those shown were made from an old standard hacksaw blade, cut to size using a bench grinder or disc grinder. Heat shrink / hose can be added to make handling easier and relief ground away to clear caliper body as required. The flat blade makes them easier to hold at the right angle and manipulate. The reason for grinding away at the blade mounting pin hole is to reduce the risk of damaging the bore edge of the seal groove when working. Tip - grind the handle side to the hole first, then the "open" end to fit. The business end (L) should be sharpened like a chisel (a hand stone or fine wet and dry works well) to cut into the salt deposits and the sides can be smoothed to reduce catching the groove sides. You can make more than one to suit different grooves for pressure seal and wiper seal or for different calipers at little to no cost and if you ever break one, just make a new one.



Technical Article – Drew Robertson

Our Nigel had a problem. Some time ago he bought an electric screwdriver for his daughter (as a dutiful father does) but when finally, she needed it, it widnae wurk. OK so no surprise the lithium battery pack was flat, wouldn't charge though. So Nige and I ripped the battery apart and indeed the 4 cells were low, should have been about 14 volts, reading about 9.

Self-discharge rates of various battery types is kinda variable and if left in the cupboard for ages deep discharge can cause damage. NiMH cells I'd come across in the past, because of mind-boggling inept design, the inbuilt chargers couldn't handle very flat cells. Solution in those cases was to charge with a bench supply to the point where the crap charging circuit could come out of its huff. Although I'd not encountered the same snooty behaviour with lithium battery packs it was worth a shot. Couldn't just inject power into the cells with circuitry attached 'cos there is load balancing and temperature sensing and gubbins like that. Shove in power and things could go smoky. So the cells were duly unsoldered and given a bit of a boost up to near full voltage. Soldered back in place, plugged in and the charge level LEDs smiled at us.

The moral of the story is never allow your batteries to go really flat and (for instance) it may be that laptops with apparently dead cells just need a bit of coaxing. However, the relevance to bikes is of course that a lot of gizmos use lithium cells which are generally neither cheap nor easy to replace. So, If you've laid up your sat-nav or radio comms or whatever for the winter, charge them regularly.

For Sale

Late 96 **Tiger 885cc** (T400 Steamer) with 37k Miles. Next service @ 4400 miles. Next MOT @ 12th September 2023.

98% factory original, stock, unmolested. Two matched keys. Original Paint (Chilli Red Pearl) & Decals.

Recently had a frame up refresh after a long period in storage. Contact Niall Sommerville 07413582485 for more details.



Air Compressor - 3hp 2.2kW 50L Direct Drive, Twin Cylinder Einhell / Workzone

Single phase (13A plug) Direct Drive V twin on a wheeled 50 litre tank with one direct 8 bar PCL outlet and one regulated PCL. Extended condensate drain. New valves and fresh oil. All in good working order.



Contact Niall Sommerville: 07413582485

Events Calendar

Date	Event
8th January 2023	Braveheart Run Boars Head Hotel at Colmonell 4 Main Street, Colmonell KA26 0RY Girvan at 11:00am
10th January 2023	Bring and Buy Club Night 7:30pm at Glenburn Miners Welfare Club, Prestwick
18th January 2023	Coffee Run 11:00am The Waterfront at Coyle Water Fishery Coalhall, nr Coylton, KA6 6LZ
8th February 2023	Inter Club Quiz Night Hosted by the Hillbillies 7:30pm at Kilmarnock Support Club, Mauchline
16th February 2023	Coffee Run 11:00am Venue to be advised

Items in **bold** are club events. * Alternative event, sometimes on club run days.

Club Tools

The club owns a selection of tools which are available for borrowing by club members.

To borrow tools, please contact Ian Howie (pictured)

M: 07792 827 835

In addition, some members may have specific workshop tools that are relevant to the marques they are interested in. Contact the specialist for more information.



Valve Lifter	Gudgeon Pin Remover
Engine compression tester	Torque Wrenches, Med& Large
Battery Charger	Voltmeter Ohmmeter (self powered)
Oil Filter Wrench	3 Prong Puller
3 Jaw Ratchet Wrench	Set of Circlip pliers
Multimeter	2 Micrometers
Carb Balancer (4,3 or 2)	Timing Disc
Impact Driver	Set of Taps
Norton Clutch Tool	Norton Exhaust C Spanner
Tyre Bead Breaker	Chain Breaker and Riveter
Motor Cycle Wheel balancer	Valve Grinders (suction cups with paste)

Contacts / Useful Links

Chairman	Ricky Leiper E: rix37@hotmail.com T: 07866 468 222
Vice Chairman	Robert Mitchell E: Robert.mitchell@bt.com T: 01292 443 891
Secretary	Brian Ballie E: bbaillie44@yahoo.co.uk T: 01292 289 518
Treasurer	Stuart Miller E: stuartmiller3@hotmail.com T: 01292 475 909
Membership Secretary	Paul Wilkinson 5 Roebank Road, Beith KA15 2DX E: membershipsecretary@ayrclassicmc.com T: 07753 951 061
Newsletter Editor	Paul Wilkinson E: newslettereditor@ayrclassicmc.com
Runs Co-ordinator	David Rowell E: rowell-d@sky.com T: 07836 573 743
Show Co-ordinator	Robin Burnside E: jan.ayr@sky.com T: 01292 284 174

Club Website – <https://ayrclassicmc.com/>

Club Facebook Page –
<https://www.facebook.com/groups/ClassicMCCMembersAndFriends>

Club Community Page - <https://www.facebook.com/AyrClassicMotorcycleClub>

Club Flickr Photo Stream – <https://www.flickr.com/photos/ayrclassic>