



South Cheshire Advanced Motorcyclists Newsletter

Est. 1994

April 2021

From the editor

Longer days, shorter nights, warm winds and the incremental lifting of lockdown tell us it's about time to detach the trickle charger, get the bike out and generate tales to be told in future editions of the SCAM Newsletter.

Our gratitude goes to the Highlander as outgoing Newsletter editor. Gordon has written and compiled the newsletter for a good few years, keeping us entertained and informed. Thanks go to him from us all. It's also good to know that the Highlander remains as an active member of SCAM and will go on putting in the miles.

SCAM is very much a members' organisation. This newsletter reflects that, as it is made up of contributions from many of our members. To keep this going and for the content to be as interesting as it can be, it is good to hear from a broad a range of people as possible. If you have motorbike stories, reports or information that could be of interest to some or all of us, you're invited to send items for inclusion to this email address:

southcheshirebikenews@gmail.com

Enjoy the ride.

Ed

Some of this month's features...

- *Message from Dave Cox, Chairman*
- Chris Steele's President's page
- *IAM 'Roadmap' related activity advice*
- *Ride-out recommendations - this month, Stephan Yorke puts the Peaks to the test*
- *Lockdown: a restoration period - Neil Jewell turns his hand to an eBay ZZR1100 as a lockdown-doer-upper*
- *A breath of Eire - Phil Hamilton recounts his most recent route around Ireland and points to future tours...*
- *Think Bike! Geoff shares news of latest road sign designs*
- How well do you know bikes?

From the Chairman

Well, after a very long Winter it seems there's light at the end of the tunnel. Lockdown is drawing to a close and at last we can get out on our bikes. As I write this, the clocks went forward today, MotoGP is starting and the weather forecast for next week is looking good.

So, its time then to dust the bikes off, check them over and get our riding up to scratch before the new season. IAM have sanctioned peer reviews (subject to the rule of 6) so get out practising. Don't forget to make use of the Facebook page and WhatsApp group, if you want to arrange a rideout. (The IAM activity guidance, relating to the easing of lockdown restrictions, is below.)

Although we've had to incorporate some changes to comply with social distancing, the Spring Course is all set to go with eight Associates. They will be joined from session three by the four guys who have been waiting patiently to finish the Autumn Course, from before lockdown. So, we're going to be busy. If any Observers haven't yet sent their availability, please do so. The more the merrier.

Lastly, thanks to Ed for stepping in to take over the newsletter, please send him some material I'm sure he'd be grateful.

Dave



ENGLAND – Issue date 01/03/21 (note all dates subject to change)



COVID-19 Proposed Roadmap: IAM RoadSmart activity advice

DATES (not before)	29 th MARCH 2021	12 th APRIL 2021	17 th MAY 2021	21 st JUNE 2021
Rules on mixing	Stay at home order lifted Rule of 6 or 2 households mixing in outdoor settings only. No indoor mixing of households.	Rule of 6 or 2 households mixing in outdoor settings only. No indoor mixing of households.	Rule of 6 or 2 households in indoor settings (under constant review) 30 person meeting limit but outdoors only.	All restrictions lifted.
Travel	Minimise travel. You can leave home for exercise and recreation.	Minimise travel. You can leave home for exercise and recreation. DVSA instruction & testing restarts.	Minimise travel restriction lifted. Domestic travel only. No international travel before this date (subject to review)	All restrictions lifted.
Shopping & retail	Non-essential retail remains closed. Take away service only. Hotels remain closed.	All retail open. Hotels remain closed.	No overnight stays restriction lifted. Hotels and all retail now open.	All retail open.
IAM RoadSmart Motorcycle activity	Peer reviews – no observing with associates. With all parties in agreement, minimising travel as advised	YES With all parties in agreement, minimising travel as advised	YES With mutual agreement	YES
IAM RoadSmart Car activity	NO No indoor mixing of households allowed	Peer reviews – no observing with associates. With all parties in agreement, minimising travel as advised	YES With mutual agreement	YES

Government guidance can be found here – [COVID-19 Response - Spring 2021 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/covid-19-response-spring-2021)

To read the latest IAM RoadSmart COVID-19 Restart Guidance, log into the members' dashboard at www.iamroadsmart.com

President's page

Well this month has seen little action on the motorcycle front, I managed one ride out on March the first to Allan Jefferies to pick my new machine up, yes another G.S. making it the eleventh one I have had, and having got back home it has stayed in the garage under lockdown, hopefully things are about to change and we can start getting out and experiencing the enjoyment of motorcycling again.

At the AGM was last month and Dave Cox assumed the position of Chief Observer, so he will be keeping you updated on all things training related from now on.

I am having to think of a new plan for this page, as President I don't have a role that incorporates a large work load, so I will just ramble on every month, this month's topic is looking forward to the next foreign motorcycle trip.

Last year's jaunt to Spain and Portugal was cancelled due to covid, and this year's looks the same, because as and when we can go abroad, you don't know if there will be a flare up while you are away and have to isolate when you return or be kept in the foreign country, so I think it will be Scotland nearer the end of the year for me in 2021.



I have pencilled in June 2022 for the next foreign sortie

Not being out on the bike on Sundays has resulted in my sorting and tidying the garage, I have found things from twenty years ago, which was placed in the garage under the heading, that will come in useful one day, having made frequent trips to Northwich tip, I am almost on first name terms with the staff, I think I am on their Christmas card list, either way, I have the ability to walk round my garage now, so I have to say there has been a benefit to staying in on Sunday's, but I would have preferred to be observing.

The group has some promotional equipment for when we attend events at J&S and Stoke Triumph. Namely two gazebo's a table four chairs display/advertising banners, I have been custodian of the group equipment for twenty years now, as I am no longer Chief Observer I am no longer in charge of organising group promotional events, it is time for someone else to assume the role of group events co-ordinator, if any member has space to store the group kit please get in touch, the last time I raised this subject it was suggested the group hired a storage locker, this is an unnecessary expense, as I am sure one of the members has the space.

That is all from me for this month, short and sweet, so until next month, safe riding.

Chris Steel
President

A testing ride to refresh those skills

If anyone is looking for a short afternoon ride that will provide a good refresher with some challenging tarmac and breath-taking views of the western edges of the Peak District, **this 24mile IAM Test route** provides everything from rural vistas to 14.5% gradient climbs and switchback bends that will put a smile on many a face.

Best to time it for when the roads will dry and the skies will be clear - as the views from the summit above Charlesworth can be spectacular. Enjoy a coffee and pastry from The Bridge Bakehouse in the centre of Whaley Bridge before you set off.



Head north to pick up the A6 towards Stockport. In less than a mile bear right to pass Furness Vale rail station before following the road ahead to snake up the valley towards New Mills and then on to Marple Bridge.

From Marple Bridge, the route ascends the A626 towards Charlesworth. You will find yourself enjoying a series of long, tightening bends with an ever expanding view to the distant edges of Saddleworth Moor over Glossop and Longdendale to the north. As you reach Charlesworth you'll find your eyes repeatedly glancing up to Crown Edge which will loom above on your right.

On reaching Charlesworth, turn right at The Cenotaph Memorial and head up Town Lane while looking for the wooden sign to right turn towards Hayfield. As you turn, you'll need to lean forward on your bars and drop a gear (or two) to attack the Monks Road climb. In the mile that lies ahead, your knees will be gripping your tank, the road will leap upwards at a 14.5% gradient, and your ears will start popping as the summit brow at 1,000' approaches.

Do make use of the small tarmac stopping point next to the style at the brow as the views over Charlestown and Glossop are too good to miss.

You've now reached the highest point of the route. Ahead of you lies the descent to Little Hayfield. The road will be empty or any traffic sparse. The moors will expand to your left and the bends in the road will unfold in full view. It's a 50mph limit, but one of those rare ones where reaching 50mph and keeping there takes some doing! Better to relax, hold back on the throttle, and enjoy the ride.

You'll notice the traffic increase as you drop down into Hayfield and on into Chinley. You are on the last few miles back to Whaley Bridge. However, you'll still be enjoying 'side' roads with little heavy traffic or HGVs. Back in Whaley Bridge, and now with a smile on your face, park up and stretch your legs around the colourful canal basin before you head off.



Enjoy

Stefan Yorke

Ps there's a large Tesco just past the A6 island with fuel if you need.

PPS Follow the link to Relive the route... <https://www.relive.cc/view/vDqg7A55BGq>

Neil Jewell's epic tale of a worthy doer-upper, in which he brings new life to his ZZR...



During lockdown I thought I'd like to pass the time by restoring/renovating an old bike to A) pass the time and B) sell for some profit. The hunt on eBay began.

I didn't really mind what bike it was as long as it would have some profit in it when complete and be fun to do. I saw a ZZR1100 for sale as a spares or repair with a best offer option on a popular internet auction site. So I took a gamble and put a cheeky bid on and didn't think much else of it. Disappointingly the seller bit my arm off accepted my lowball bid and I had the problem of collecting a non-running bike from GLASGOW. Anyway, buoyed up by my new found get rich quick opportunity I put another really low bid on another bike that was in an auction. Never for one second believing I would be in with a change of winning it.

Imagine my surprise when, a few days later I received the email, congratulations you are the winner bidder. ON what I thought believing it to be a scam then the realisation that I have won a VFR750F from 1988 and it's in Penkridge Staffs. Luckily for me I know a really nice chap with a trailer and we set off to get the bike.

On arrival it was clear to see the bike was old. But it had been well looked after. The chap was selling to help pay his wife's funeral costs as was visibly upset at the thought of losing his pride and joy. The bike was a runner but needed a lot of TLC especially to the bodywork that had been very badly painted many times over the years with what looked like some old emulsion from B&Q. the clutch lever was bent and the exhaust end can had a hole in it. Nothing major.

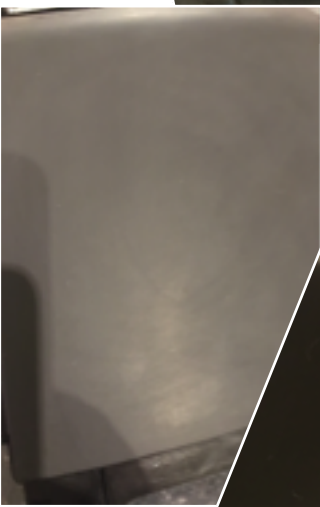
I stripped all the panels off and sent the naked bike off to Shred at AllYearBiker to do his thing and remove decades of crud from the engine – did I say it was someone's pride and joy? I think I was mistaken. I kept the panels as all the horrendous old paint needed to come off and be replaced with nice new paint. So my journey begins here. Having never done a respray before I thought how hard can it be??? How little did I know.

Every panel needed fixing because of cracks and splits and missing bits, the daubed on paint hid horrors of a hidden drop and scuff (that explained the bent clutch lever) this was not going to be a simple respray job. I immediately invested in a lot of sand paper of various grades, 320,600,800,1000,1200,1500,2000 and a big tub of plastic filler. And 10 litres of finest acetone which is brilliant at removing paint.

So this is the story (saga) of me learning to spray using rattle cans and the knowledge and good will of others.....



Painstaking process...



Final ZZR1100 instalment - The Resurrection

Well the ZZR has returned from the grave. After replacing and fixing and repairing basically everything on the bike, fixing every fairing panel of cracks the big day came when we went off to the MOT station.

A quick POWDERY check the night before revealed the rear brake light switch to be unsatisfactory so being a Kawasaki type – the exact same switch is fitted the GTR1400 I know the problem was most likely corrosion on the contacts. I deftly dismantled the switch as sure enough the green fur worm had been very busy on the copper contacts. A quick run down with some fine wet and dry paper and all was gleaming again (see pics). A bit fiddly putting it all back together as there are 5 tiny bits to hold together while a spring is trying to pull them all apart.

Satisfied that that was the last of the fixes it needed I went off the bed. Ready for the ride to the station the following morning. I must admit to going home the long way round and a run up the bypass showed up the potential that this bike has.

The ZZR fired into life and, on a cold but dry day, we headed off toward the MOT test. I needn't have worried as it passed with no advisories. It's now just sat waiting for lockdown to end so we can put a good few miles on it. **The bike is currently up for sale on autotrader for £1695** which should just about cover costs.

As a project to keep me entertained over lockdown it has served its purpose. As a project to make me some extra cash it has failed.

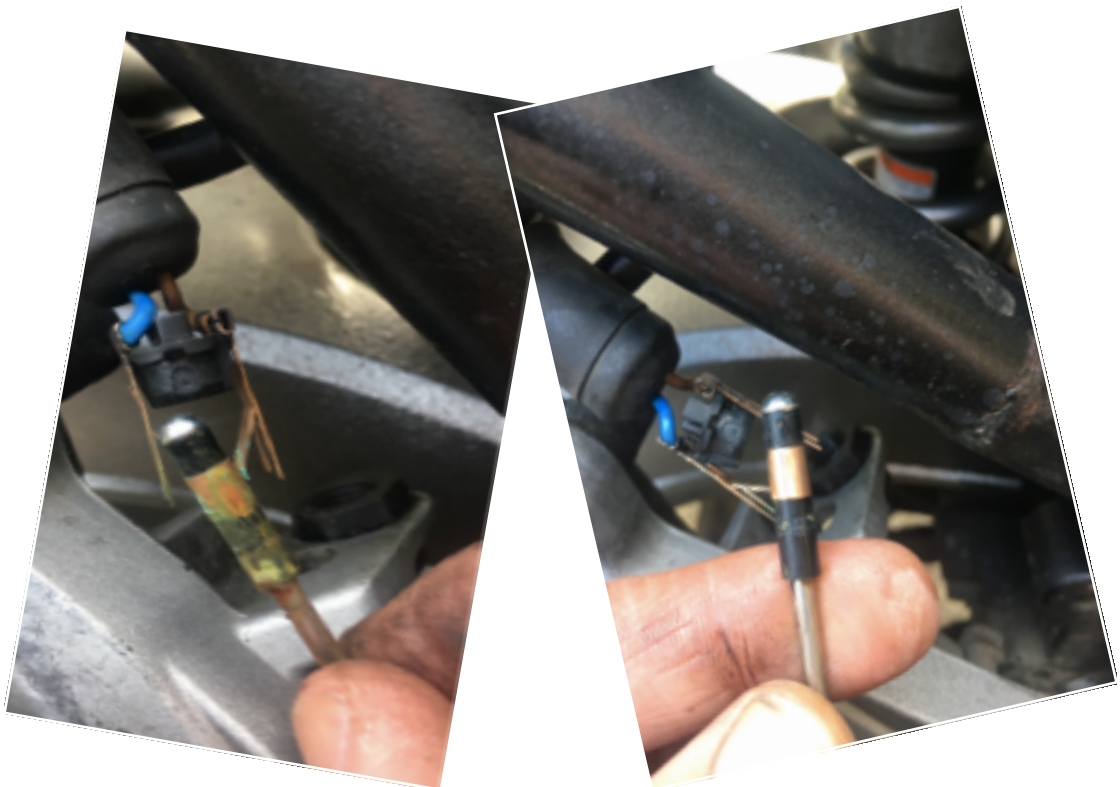
It has been great getting oil and dirt back under my fingernails and I find time in the garage tinkering with the spanners a good replacement for not actually going out on the bike. It's a good place to relax and not think about anything else except the next worn out part that needs to be fixed.

Cheers,

Neil

More of pictures of the process, on the following page...





Phil Hamilton is no stranger to the Emerald Isle and all that it offers the biking community.

I've been touring Ireland with a few biking friends for 15 years plus – every year without fail (pre-Covid) sometimes twice a year. Why? The roads, the people, the food, the craic and the Guinness!!

Starting a tour with a ferry trip always seems to make it a bigger adventure somehow! Over the years I've done various routes Liverpool / Belfast, Pembroke Dock / Dublin and Holyhead / Dublin. Holyhead is the quickest and once outside Dublin the roads and scenery are phenomenal.

I fell in love with Irish Road racing many years ago purely by coincidence. I was staying on the Antrim coast whilst the North West 200 road race was on. It still takes my breath away now when I think of the very first time a motorcycle went flying past me at 200MPH +. The NW200 is held every May and I strongly recommend it to anyone who loves racing or the TT. I've also done the Ulster Grand Prix (the fastest road race in the world) plus The Armoy Road race (Joey Dunlop country). No visit would be complete without a call at 'Joey's bar' in Ballymoney – still run by Joey Dunlop's wife and filled with memorabilia including some of his bikes.



My favourite road has to be the Antrim coast road (the A2) from Carrickfergus to Portrush passing the Giants Causeway – both stunning and challenging.

The only problem with the emerald isle is the weather! Expect heavy rain and you'll be fine. These photographs are from August 2019 when we were blessed with glorious weather most of the time. (Spot the beer garden for Bikes! Taken in one of the Hotels where we stayed - IMG 2213)

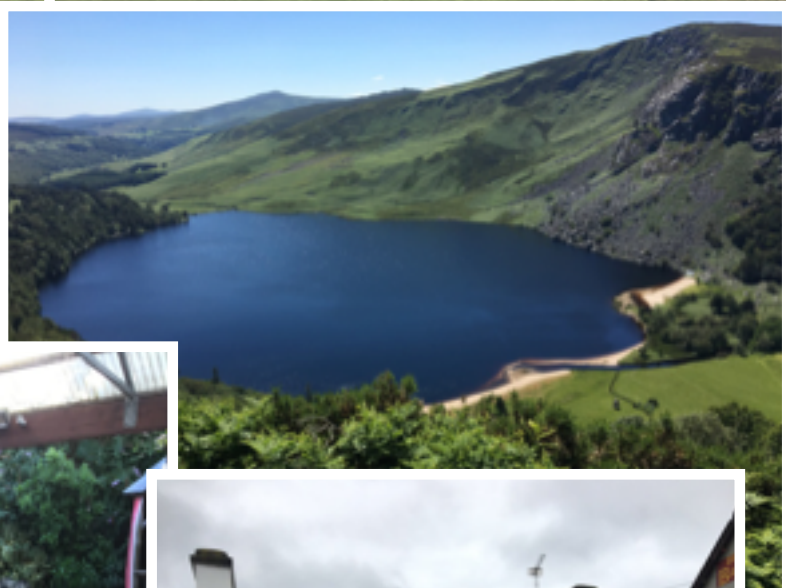
I'm hoping to make the trip this year but only time will tell – maybe a group tour in the future?

Sláinte!

Phil Hamilton



Snaps from Phil's 2019 tour - a taster for the next...

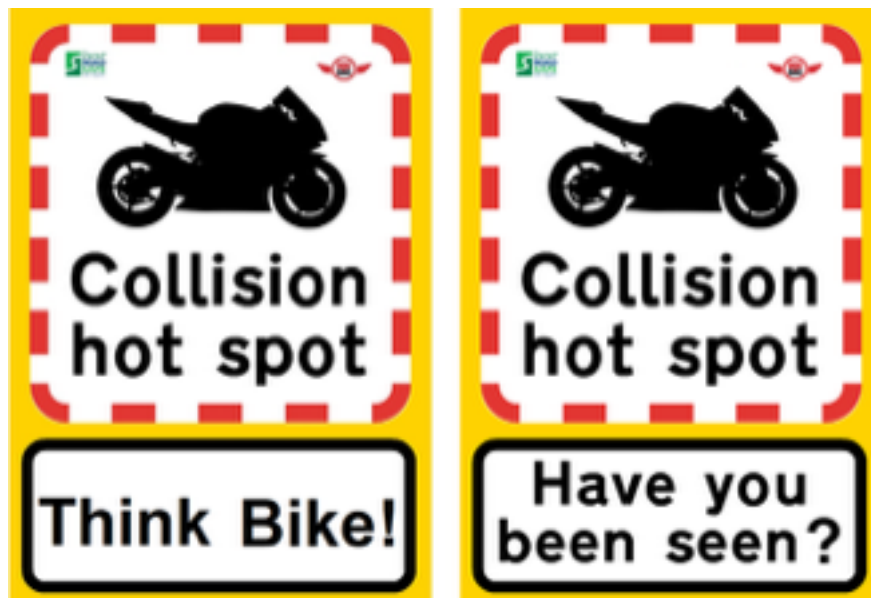


Geoff Highfield has received an update for participants in research based road sign designs.

Dear supporter

Thank you for recently taking part in our public consultation to provide feedback on our road sign designs, we received over 2,000 responses which is incredible. Following your feedback and working in partnership with Dorset Police and Dorset Road Safe Partnership, we are delighted to share the final road sign designs with you. Please find these below for your reference.

There are two different signs, the first “THINK BIKE” reminding all road users to take that extra moment to look for a bike, especially at junctions, where the brain finds it difficult to see motorcyclists travelling towards them at speed. The second, “HAVE YOU BEEN SEEN?” reminding bikers they might not have been seen by other road users and that even though they have the right of way, being able to stop if a vehicle pulls out in their path might save their life.



The road signs have been designed in this way to ensure that they are simple, easily identifiable and to give all road users an awareness of the increased risk of there being a bike collision in that area, so that everyone can take this into account with their riding, driving or manoeuvring.

Today, we have announced the launch of a campaign called ‘Think Bike, Have You Been Seen’, which aims to make Dorset's roads a safer place for bikers. The campaign will run from 1st April until 31st October 2021 and will see our unique road signs placed in key locations where many motorcyclists have been injured in Dorset to-date, to help raise awareness of where motorcycle collision risks are high. [You can view this on our website.](#)

Thanks to Geoff for sharing this update

Finally...

As things get back to normal, we will keep you updated on events locally and further afield.

There will also be the occasional competition - with prizes, if we can find some willing sponsors.

To kick it off, can you tell the make of this bike from this photograph? Email the answer to the newsletter address:

southcheshirebikenews@gmail.com

Kudos, through the newsletter, is the only prize for this month's comp - just to see if there is an appetite for of this type of thing...

Do you know this bike?



Thought for the month: *"You don't stop riding when you get old, you get old when you stop riding."*
— Anonymous