

## Editors Ramblings

A bumper Christmas newsletter for you all this month after a rallying call for articles our members have stepped up with a varied selection box for you to choose from. Fantastic to see and a great way to see out 2020 after a year we will want to forget even though we are going to have a few hard months still to come. We have had a request to as well as name our committee to put a face to the name so I will get these up as soon as I have toughened up my camera lenses!

Remember we have our Facebook page – please join and contribute on it - Only for club members – any weird names or business names let us know so we can allow you to join the page. <https://www.facebook.com/groups/362204533842150/>

Email me on biker5chef@yahoo.co.uk or 07590596380 for WhatsApp sending pictures or texts or phone!

The Highlander

# South Cheshire Advanced Motorcyclists Newsletter December 2020



1994 to 2019



## Word from the Chair

Not much to report this month due to the reintroduction of lockdown measures, unfortunately, this gave us no option but to suspend the Autumn course midway through. As I write this though, we've learned today that Cheshire will be in tier 2 when lockdown ends, so hopefully, we should soon get the all clear from IAM to resume training. This will mean that the course will run into January, so potentially becoming subject to further delays due to winter weather. I know Chris is anxious to complete the course as soon as possible for those prepared to ride through the Winter, so those on the course, rest assured we're doing everything we can. If necessary, we'll move associates onto the Spring course if they prefer, if that's your preferred option, please contact Chris and Geoff.

With no Christmas meal this year we've decided to hold a Christmas raffle for members, with J&S vouchers as the prize, the winner will receive £100, runner up £50 and two £25 prizes on offer. The winners will be chosen at random and we'll let you know in due course, keep your eye on the Facebook page.

That's it then, it just remains for me to wish you and your families a safe and very Merry Christmas and a Happy New Year, let's hope it's an improvement on 2020.

Dave Cox



## Presidents Page

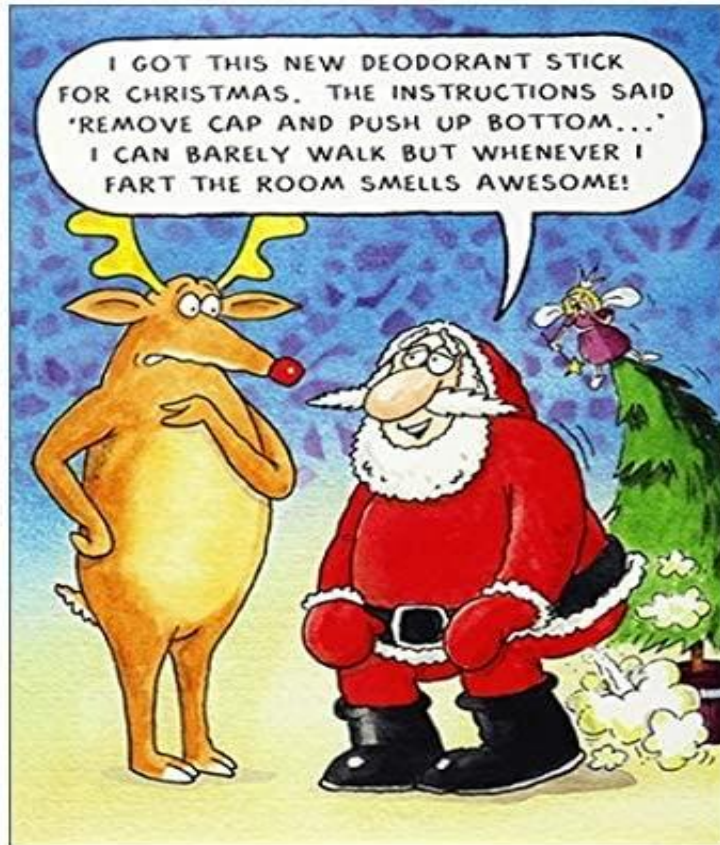
Due to Second Lock down, not much has been happening, the autumn course has been suspended, hopefully we will be able to resume and complete the course in the New Year.

I would like to wish you all and your families a very Merry Christmas and a Happy New Year, no matter how we spend it I hope you make the best of what you are allowed to do under the circumstances

Merry Christmas  
and a  
Happy New Year.

That is all from me for this month,  
so, to you and your families stay  
safe, until next month, take care.

Chris Steel  
President



## And Your Committee for This Year Is: -

President – Chris Steel

Chair – Dave Cox

Vice Chair – Neil Jewell

Secretary – Ian Cunningham

Treasurer – Andy Gralton

Committee Members: –

Phil Buckley, Dave Coomber, Chris Steel, Gordon Low, Geoff Highfield, Phil Hamilton

Mugshots in editing  
process so as not  
to scare sensitive  
eyes!



## Lockdown Lunacy – Chris Steel

During the lockdown, I went into the Garage to check the motorcycle, as you do, and I thought should I clean it, those of you who know me well, will realise that was a thought bordering on insanity, I have always said the GS looks better dirty, but no, desperate times call for desperate measures, I will do it, and I will do it right, so I paid you tube a visit, having watched a few clips of proud owners being border line fanatical I had worked out what I needed, Water, tic, Power washer, tic, Muc Off, err no, snow foam, err no, snow foam dispenser, err no, ACF50, err no, Microfibre Duster, err no, pet dryer, tic, I know what you are thinking, pet dryer, apparently the warm high pressure air removes water lodged in the nooks and crannies and being warm dries the offending area, I had purchased it when I had Layla, a black Labrador, and Labradors are magnetic to water, so she constantly had to be cleaned and dried, unfortunately Layla became distressed when the dryer was turned on, so it sat in the garage in its box, then I was told how they are good at drying motorcycles, I knew it would come in handy one day, so this was going well then, I did not have most of the kit required, it was at this point that the fairy liquid was looking like a good bet, and I had some under the sink, but when you have an itch you just have to scratch it, so I hit eBay and sourced all the products I needed, once all the products were in my possession it would be time to get down and get stuck in. When you think something will take days to arrive, it arrives next day, after four days everything had arrived; I would wait until the weekend and give it a go.

Saturday November 15<sup>th</sup>, I was working in the morning, but the afternoon had Wash Bike written against it, I got home from work and dragged out the pressure washer and connected everything up, the first thing to do was get the bike wet, not a problem, easily done, secondly liberally spray muc off over the bike and allow to do its thing and attack the dirt, time for a coffee while that is attacking the copious amount of mud and grime. Coffee break over and wash off the magic formula muc off, first stage complete, now for the snow foam, I connected up the dispenser and filled the bottle and let rip, it was like a blizzard in the tundra, you can adjust the concentration, and had it set to deep crisp and even, again you allow it to penetrate and do its magic, coffee time again, having finished my coffee, I went outside and washed off the white magic foam,

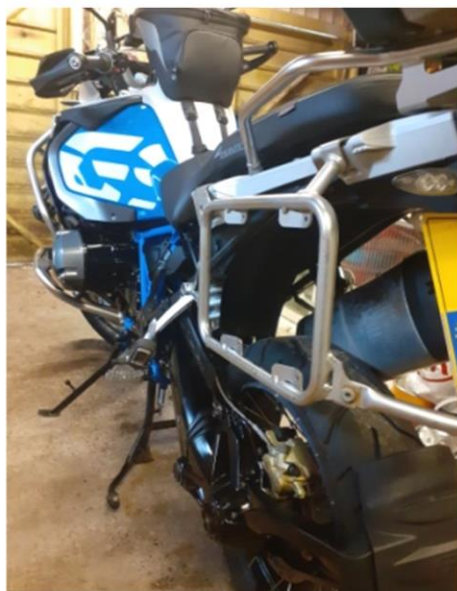




## Lockdown Lunacy

looking good, then I unboxed the pet dryer, and got to work drying, having fired up the dryer, I remembered why Layla was so distressed, it sounds like an F15 on reheat, anyway the bike was not complaining, a top tip is start at the top and work down, that way you are repeating yourself, having dried the bike and deafened myself in the process the bike was looking good, just the ACF50 to apply, I put the bike back in the garages and applied the ACF50, I had purchased an aerosol tin so it was just a case of point and spray, it comes out quite rapidly so you need to be careful, having applied the ACF50 I used one of my Microfibre duster to evenly distribute the ACF50, then I left it all to dry, an hour

later and my GS was looking like the day I took delivery from the dealership, a certain amount of satisfaction came over me, at seeing the result of a job well done, had it instilled me to become a fanatical bike washer, No, as during the final stages of the operation it started raining, having completed my mission, I was wet and getting cold, so I threw my clothes into the washing machine, and had a nice warm bath, whilst sitting in the bath getting nice and warm I had a sudden realisation that my phone was in my trousers, phones and water do not make good bed fellows and the water won, washing machine 1, phone 0, fortunately I have phone insurance and made a claim, thinking they would say, no you are an idiot for leaving it in your trousers, we are not accepting the claim, buy another one, they emailed me back twenty minute later saying a replacement was on its way, so all's well that ends well, I think I will not make this bike cleaning thing a weekly event.



Chris Steel

## ZZR1100 Restoration – Neil Jewell

So lockdown is upon us again and rather than sit and eat and drink like last time I thought I'd do something useful with my time. So being handy with the spanners I thought I'd put time and spanners together and get a project bike, do it up and sell it on with the express reason of making more money on the sale than what has been spent in total.

A hunt through the classified ads (spares or repairs - non runner) turned up a 1991 ZZR1100. In its day it was the fastest production bike available. It spawned the fastest speed bikes such as the Honda Blackbird and the Hayabusa. ultimately leading to the manufactures agreement of limiting top speed to 186mph.

The first issue was that the bike was in Glasgow. I have no transport. so I engaged the services of Transport-my.bike (<https://transport-my.bike/>) who are dedicated bike transporters and are happy to deal with the seller and hand over cash and get V5s off them etc. also avoiding a visit to Glasgow was certainly worth their fee (sorry Gordon)

So, the bike arrived at my house and a brief walk around showed a few issues, very tatty paint work. oil running down both fork legs. cobwebs and straw in behind the dull scratched fairings. Not a problem, I'd been told it turns over and was last started in September. September 2019. The seller had tried to start in before sale but had no luck.

I looked up the MOT history and noticed that it hadn't moved for about 7 years. A few things weren't adding up.

I thought I'd do the **POWDERY** checks and see if I could start it.

**Petrol** - Empty

**Oil** - OK

**Water** - OK

**Damage** - age related scuffs and a cracked fairing

**Electrics** - the ignition switch worked and the neutral switch was glowing on the dash. indicators and lights all worked

**Rubber** - front tyre worn, rear was OK. brake hoses were aftermarket braided ones. foot pegs and handle grips all OK. the rocker cover gasket had clearly failed as there was oil pouring down the front of the engine

**Yourself** - I was feeling confident.

I put about a pint of petrol in the tank then approximately 3 seconds later about a pint of petrol was on the garage floor.

R is for rubber isn't it?? fuel hoses made of rubber perish after a while. Not to be put off I swiftly removed the tank, a MASSIVE spider had taken up residence underneath and there was a huge split in the feed from the tank to the carbs. I dealt with both. in a very calm and collected manner I might add.

The tank back in place and with hope in my heart I turned the key and thumbed the starter, the bike turned over and over and over and over and the battery was going flatter and flatter then, a splutter, a cough and it started.



## ZZR1100 Restoration – Neil Jewell

THEN there were some very concerning noises from the engine. Imagine taking some pans and throwing them down the stairs. unidentified metal bits deep inside the engine that should not touch were touching. BUT it was running.

So... in for a penny in for a huge resto project bill as they say... all the plastics came off. rocker cover off, ignition pickup cover off and rotate by hand to discover the source of the monumental clanging.

I believe I have found the issue, but at time of writing I've not started it back up again so won't know until I do.

So far I have cleaned and stripped and refurbished the brakes. new pistons and seals.

Striped and refurbished the front forks, new seals and sliders.

stripped cleaned and inspected the carbs

removed spiders nests

cams out and measured valve clearances and reshimmed where required.

replaced rocker gasket

Started the chassis clean and put on some newer tyres.

Interestingly when I took the wheels out, i noticed the speedo drive was broken - that may go some way in explaining why the milage hasn't changed for the last few years.

The next stage will be to refit the brakes and bleed them up, refit the carbs and go for a another start. Then balance the carbs and once mechanically sound set to work on the bodywork.

More money pit bike project updates to come next time

Thanks  
Neil

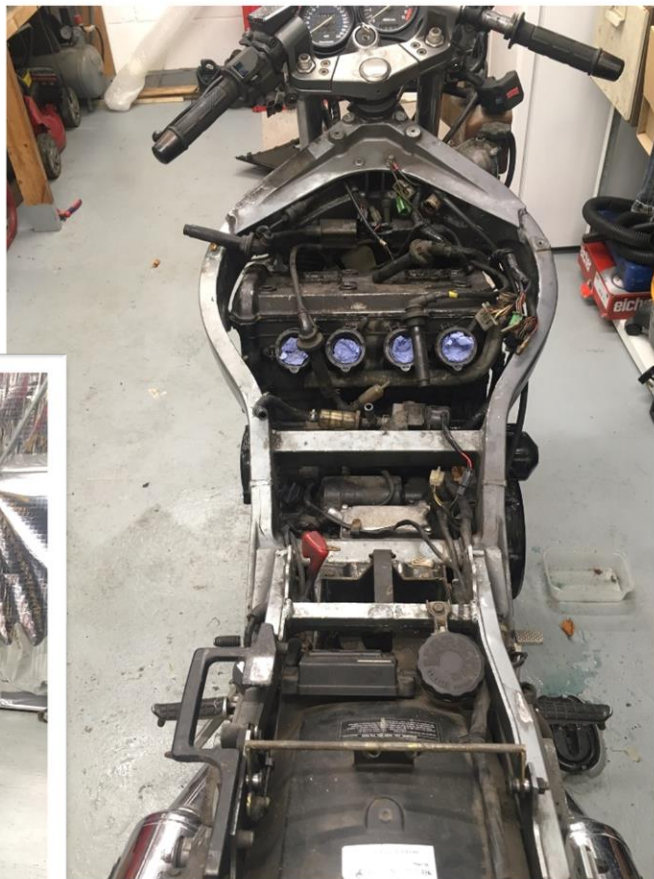




## ZZR1100 Restoration



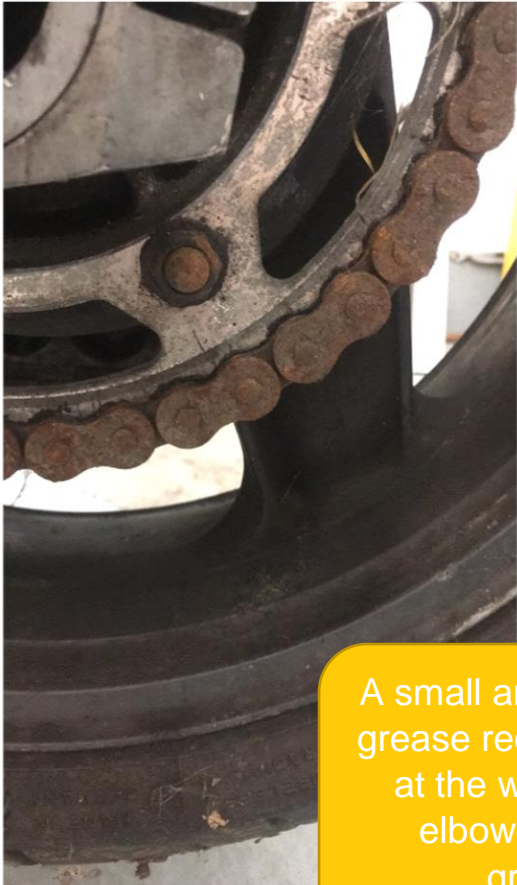
From a distance  
looks can be  
deceiving!



Get closer and a few  
niggles are apparent!



## ZZR1100 Restoration



A small amount of elbow grease required. Looking at the work done the elbow now needs greasing!





## The International Brigade part One – by Chris Prior

The email came out of the blue - “I’m flying to Munich. I’m bringing a tent. Cousin Wolfie is lending me a bike. If you want to ride with us, meet us at the family farm at Olching.”

I’d met Rich in 1985 while working in Walla Walla, in the Pacific Northwest of the USA. He flew for Cascade Airways where I was working as a technical support engineer, and we’ve remained in contact ever since. Overcoming my antipathy to camping, born of ten wet days tramping the sodden Brecon Beacons as an RAF apprentice, I bought a £20 tent from Tesco, accepted the invitation and booked passage on the Hull – Zeebrugge ferry. Thus, one fine August evening I rolled up at Olching, northwest of Munich, which was to be our base. I was greeted at the farm by Seppi, now retired from active farming, and his wife Inga. Rich had already arrived, and I joined them on the veranda of a wooden garden house where we enjoyed a cold collation before mosquitos drove us inside. The timing had been chosen to coincide with the Volksfest at nearby Dachau, so on the following day on borrowed bicycles Rich, his cousin Wolfie and I pedalled to Dachau for a typical Bavarian Volksfest, i.e., oompah band, locals in traditional dress and vast quantities of beer.



Oompah Band at the Dachau Volksfest

## The International Brigade part One – by Chris Prior

After a few days of local exploration, including a train trip into Munich, we set off for Sud Tirol in northern Italy. Now we were five, having been joined by Hannes and experienced world-wide rider, Brian Gohery. Leaving the plains around Munich, we soon passed through the narrow stretch of eastern Austria and took the toll road from Mautstelle that wound its way to the 2,509 metre Timmelsjoch Pass that forms the border between Austria and Italy. While a broken clutch cable was being replaced there, a cow ambled over to inspect. A nice touch, but we were fearful that as it wandered between our bikes it would knock one over. Rich and I took a horn each, but when they put their minds to it, they're difficult beasts to move. Finally, it was a flapping of arms rather than brute force that got her away.

A ride along the Timmelsjoch High Alpine Road, the Eastern Alps' highest pass, is a truly memorable experience with views to the majestic peaks of the Ötztal Alps on the way down to the South Tyrolean vineyards with more than sixty spectacular bends. There are wonderful vantage points, crystal-clear brooks and steep-ascending faces form the Ötztal valley to the Italian Tyrol.

Part Two next month

Chris Prior

Barmaid at the  
Volksfest (no, it's not  
Angela Merkel)





## Motorcycle News Snippets

Triumphs new Trident their entry level bike will be priced at £7,199 for a 660cc 80bhp machine with wallet friendly 10k service intervals that will be very cost effective.

Ron Haslams Race School is closing after 24 years and over 85,000 customers

A new Bimota is arriving in March, with a Kawasaki 1000SX engine, all carbon bodywork but unfortunately no hub centred steering, I want hub centred steering!

The Tridents competition the Yamaha MT-07 is getting some updates, a three part headlight, some bodywork restyling, better brakes and tyres, new dash and updated for Euro 5

The speed records in the news belong to electric bikes just now and it has been a Voxan Wattman that has the fastest speed of 228pmh average and a one way best over 250mph

## Motorcycle News from the last month

If you fancy a bike with the Africa Twins engine but are vertically challenged then the new 1100cc Honda Rebel could be for you, more for cruising though

BSA may start building bikes in the UK next year?

Fossil fuel cars banned from 2030 now, no timescale on motorcycles being targeted but petrol stations will start getting scarce!

The National Motorcycle Museum is finding things tough just now with not being open and being tuned down for a recovery grant by the government where others got funding! But they are having a raffle to raise funds £12 for two tickets to win a 1977 Norton Commando 850 Go to [nationalmotorcyclemuseum.co.uk](http://nationalmotorcyclemuseum.co.uk)

Cal Crutchlow has ended his ten-year MotoGP career. How many bones has he broken? Answers on a postcard and I bet you will not guess enough!

## **Group Events**

**Sunday Ride Outs - Now On with max 6 per group and Social Distancing in** play - it's **10am** from Costa Coffee at the Grand Junction Retail Park - CREWE - arrive early with a full tank of fuel. Usually 150-200 miles but if you want to do a shorter one, we will not take offence at you turning back early.

**Wednesday Evening Ride Outs –** Now finished till next year

## **Piston Points Trophy - Reminder**

Back in the day we commissioned this from Crewe Honda so we can reward members for contributing time or effort towards social activities, newsletter articles, attending club runs etc. Points are weighted towards the newsletter so 10 points for a full article and 2 points for each photo published, 2 points for responding to an article. Attending a club run will get 1 point – so lots available throughout the year there. Arranging a social event is 10 points attending one 2 points. Dave Coomber is letting me know who is out on rides so I can count these. If anyone is out on a ride without Dave let me know the date and who was out.



## **Roadmaster Fast Track Offer**

6 intensive road sessions  
Delivered 1:1 with a Rapid Pro Coach  
Save £300 off RRP  
Option to spread cost over 4 equal payments of £322.50  
(RRP £1,590 exclusive subscriber offer price £1,290)

**To redeem your subscriber discount quote code:**

**FT/WINTER**

Applicable for Roadmaster Fast-track programme taken before 28th Feb 2021

Only Available to riders with advanced rider qualifications



## Club Events

# MONTHLY CLUB NITE

Last Thursday of the month at the Hawk Inn in Haslington by Crewe.

Our own version of Conversation Street, I'm sure there will be plenty of discussion and maybe some of it repeatable too! 8pm onwards all welcome.



**CANX**

That's all this month

Hope you all get out on your bikes to give us some more stories

The Highlander

