

Editors Ramblings

Has time stood still? Apart from my calendar showing it is February I would not know what else has changed out there as never mind being allowed out of the house, I have not been able to with the constant – ice, snow, storms etc blasting through the North West! We will do our best to keep you updated though with what has not been happening on two wheels.

A new entry into the newsletter this month – welcome Howard with his first contribution and more in the pipeline.

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 February 2021



1994 to 2019



Word from the Chair

I am sure you will not be surprised to hear there is nothing much to report this month. Like most of you, I have not been out on a bike for a couple of months now, so have been reduced to a bit of cleaning and polishing in the garage. It is looking increasingly likely that this current lockdown is going to continue for a few more weeks, let us hope we'll at least be able to resume keeping to the rule of 6 sometime in Spring. We have started planning for the Spring / Autumn course in the hope that we can.

When we do resume there'll be a few cobwebs to blow off, so I'm thinking a Rideout or two and if anyone would like them, some 1 to 1 sessions. If you have any other suggestions, let me know.

Another excellent presentation from Jed Lloyd last week gave us something to think about and prompted some debate. I'll be organising an Observers meeting on 11th February to discuss the points raised in this and the 'Meet the Examiners' meeting. I will keep you posted.

Lastly, as you will be aware, Chris has decided to stand down as Chief Observer after a few years filling in, you will not be surprised to know he's not going far and will still be very much involved. On behalf of us all, Chris, thanks for everything you have done and continue to do for the group, it's very much appreciated.

Dave



Presidents Page

I have been informed that some of the membership would like to see a picture of some of the officers of the group, so I have attached a picture of myself taken a couple of holidays ago in Scotland, I know I look like I should be repairing the road, but it was an extremely wet day, so called for extreme wet weather kit, anyway you can now put a face to the name Chris Steel group President and National Observer

Well thanks to Covid, things are going from bad to worse on a daily basis, having rearranged the postponed Autumn course for January and February, we were struck with tier 4 and all that comes with it, so we had to postpone again until the Spring course in April, I can only apologise to all the Associates, and to reassure them we will complete your training course when rules allow

Having no training to keep me occupied I turned my mind back some forty years and started to reflect on my time riding motorcycles, the machines, the holidays and the people met along the way, what was that moment way back when, the bug bit, and the two wheeled adventure started. Like a lot of things in life, your first car, first love, you never forget, I always had a liking of bikes, but when I was young, you came of age at twenty one, and until then you did as your parents said, my parents were anti motorcycles and tempted me with the old chestnut having mentioned at sixteen of having a motorbike, if you wait until you are seventeen we will help you buy a car, that was the end of the matter, so wait I will. I was working in a local garage in 1974 and Gill the sales administrator had a lawn mower that had broken down and had asked the boss if someone could have a look at it, I was duly summoned to the boss's office where Gill told me where she lived and that the mower was in the shed, could I go and get it and have a look at it.

Off I went to the address and found the mower in the shed, as I removed the mower I noticed a gold coloured bike at the back under all sorts of gardening crap, it looked like it had an engine, or was it just sitting on top of another mower, having arrived back at work and unloaded the mower into the workshop in readiness for checking over, I went and had a word with Gill, what is that old bike in the shed I asked, oh that, that is my old moped I used to come to work on, but it has not run in years, do you want to sell it I asked, how much will you give me for it she replied, er, a fiver I said, it's yours, that evening on my way home I stopped off at Gills' house and collected my latest and first motorised two wheeled acquisition, having got it home and into the kitchen, good job I lived alone, it was time to inspect and see what I had bought, having removed a thick layer of dust, cobwebs and grass from the frame it revealed Raleigh Wisp, it was a Raleigh push bike with a 50cc two stroke engine bolted on, you pedal like mad to get the engine going and then just sit back and enjoy the ride.



Presidents Page



I began tinkering with it and soon established that the magneto was good as it sparked when turned over, I removed the fuel tap and checked that over, upon removing the fuel tap I noticed a large amount of debris in the filter, having removed said blockage from the filter I went to the local garage and got a gallon of two stroke mixture, rushing home all excited I filled up the fuel tank all three pints of it, and pushed the machine into the street to see if it would go, fortunately the street on which I lived was downhill, so off I pedalled like a man possessed, splutter, splutter, bang, pop and then life, off it went under its own steam, I think the mixture might have been a bit wrong as it was like James Bond's car when he deployed the smoke screen, either way, it was alive and I was enjoying my first experience of two wheeled motorised riding, over the next few days I cleaned it up and got an MOT on it, then insurance and road tax, and then the world was my oyster, or at least Northwich and surrounding areas, it was the most basic of mopeds, but it hooked me, and my desire to ride larger machines was kindled, and that people is another story.

How did you first experience the joy and thrills of motorcycling, our editor is always wanting articles, so put pen to paper, or fingers to keyboard and share your memories.

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

Chris Steel.

President.



Your Committee – You asked – you will regret asking!



Dave Cox
Group Chair

Chris Steel Group
President

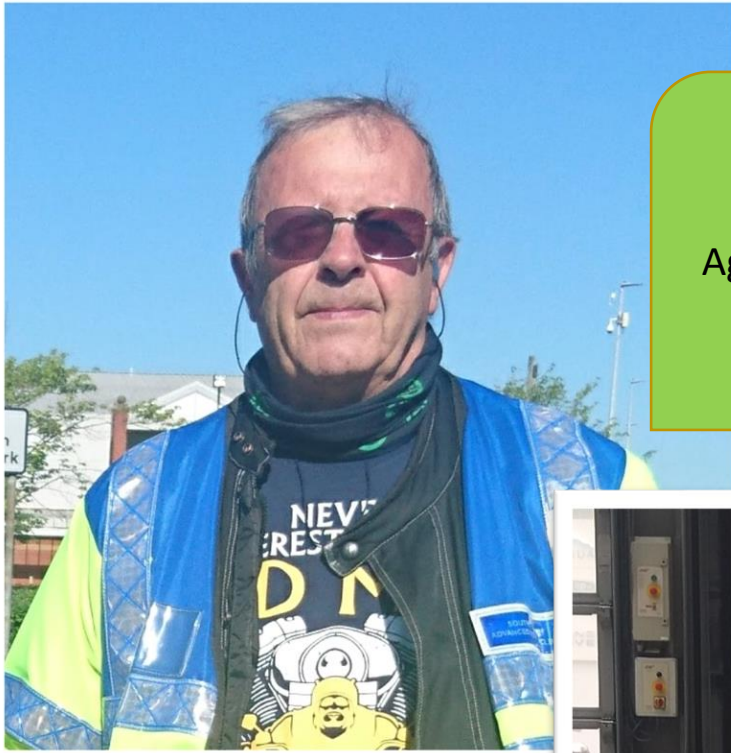


Phil Hamilton



Neil Jewell Vice Chair –
also Social Media guru
(with lockdown beard!)
National Observer,
Local Observer and also
Masters Mentor

Your Committee – You asked – you will regret asking!



Geoff Highfield
Membership Secretary
Age 75, years motorcycling
59, Group member 10
years, Local Observer



Ian Cunningham
Group Secretary



Gordon Low Newsletter
Editor. Age 59, 42 years
and 500,000 miles on
M/cycles, IAM member
29 years

Also the shy Andrew Gralton – Treasurer! And Phil Buckley – Committee member



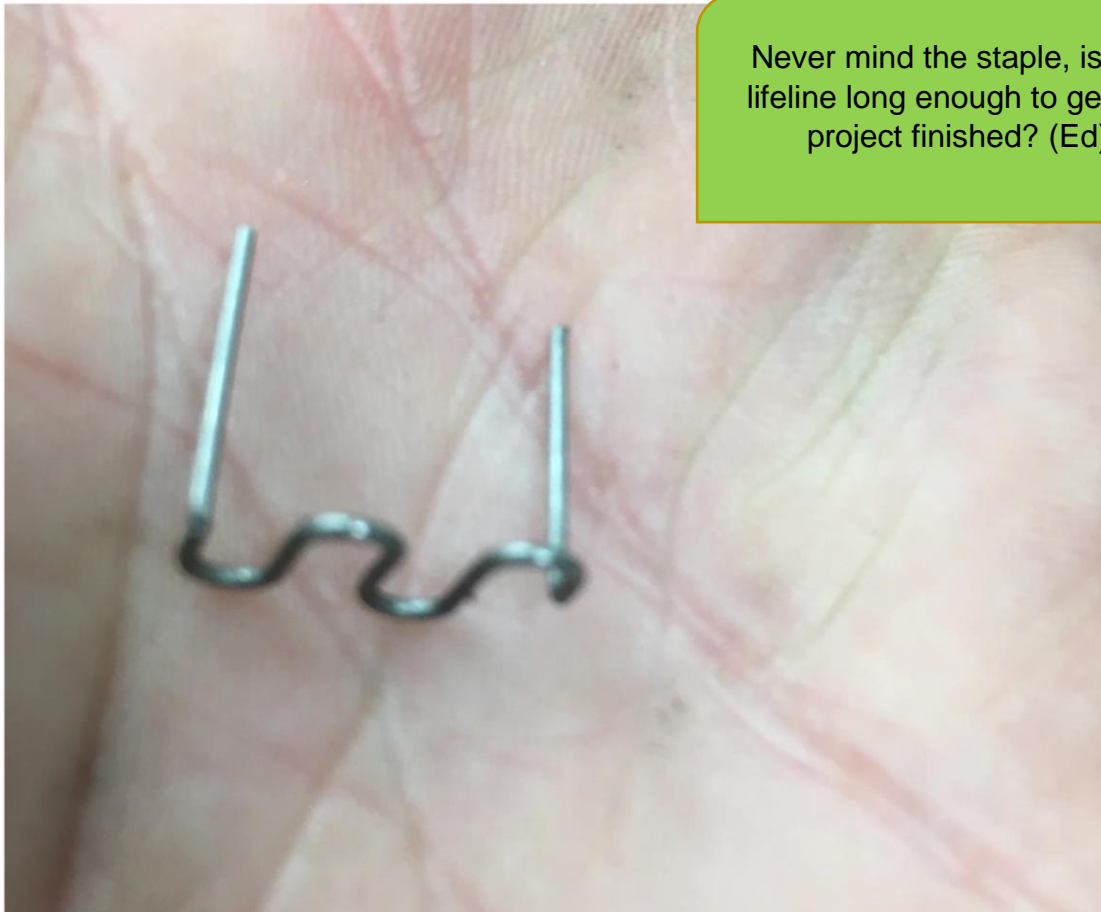
ZZR1100 Restoration – Neil Jewell – Episode Three

Welcome back avid reader. This is the third instalment of what might be an ongoing, never ending saga of the ZZR1100 back from the grave rebuild. The story so far is, I bought a spares or repairs ZZR1100 non-runner from eBay and decided to get it back on the road. After servicing the brakes, suspension and getting the non-running engine running again it was clear that this more than a simple job. Anyway. Long story short another engine was found, installed, and fired up in the garage.

Then Christmas hit and nothing was moving, then the second wave hit, and nothing was supposed to be moving. This gave me an opportunity to deal with the plastics on the bike.

Near enough every fastener was different and non-original and looked gash. I wanted to make the bike as presentable as I could on a budget so immediately shunned all the motorbike shops with their massively overpriced nuts and bolts and went straight to an on-line stainless steel bolt supplier. Ordered a load of M5 and M6 bolts for about a quid. Meanwhile I set about the broken plastics. Now I'm not saying this bike had a hard life but every panel, had at least 1 crack in it. Some had snapped off bits and others were scuffed and scratched. Some have the full set.

I found the best tool for repairing broken plastic is a hot stapler. It heats up stainless steel wavy staples that you then melt across the cracks. It's like stitching and very strong. The next thing I use is a product called Q-bond, and powder and superglue system that basically makes new plastic before your eyes in literally seconds that can be sanded shaped and drilled.



Never mind the staple, is that lifeline long enough to get this project finished? (Ed)

ZZR1100 Restoration – Neil Jewell

Fixing the cracks and splits was easy and rebuilding broken tabs was great and I'm very pleased with the results that are easily as strong as the original. Just a bit of painting and they'll be as good as new.

But... I couldn't wait. I was determined to see how this bike went, so I threw on the panels and started it up and set off on some shake down trials.

Initially the bike seemed very gutless would not pull well so a quick U-turn and back to the garage and with the use of the infra-red thermometer – similar to what they use to measure your forehead temperature with I measured the temp of the down pipes. #1 and #4 were around 180°C and #2 and #3 were around 60°C. so, with that I deduced that 2 and 3 weren't firing and from there I suspected the coil and 1 coil feeds 2 and 3.

Panels off, tank off, find the coils that are buried inside the frame, (see photo) and I noticed that one of the LT wires had come away. I couldn't have put in on right, so kicking myself I put it back on, tank on panels on clobber on and went out for a ride. No difference. What could it be?

So back to the garage, tank off panels off and then I remembered I had to guess which way round to connect the coil wires and silly me had written the colours on the coils but that had since been washed off by our friendly Shredd when it went away for ACF50 treatment.



ZZR1100 Restoration



So wires off, get called into the house by the wife, get mithered, back to the garage and replace the wires. Panels on Tank on start-up....No difference. At this point I'm starting to lose my mind. Did I put them back together wrong AGAIN?

Tank of panels off wires off the other coil and swap and swap the wires on the original one.

Remote tank set up; panels stay off. Fire up. Its running but now the rev counter isn't working!

So swap the wires on both coils back and fire up again. Its running!! On 4 cylinders. Remove a LT wire and hear the revs drop to be sure that was the fault. So out of a possible 4 ways to wire the coils up I managed to get it wrong 5 times.

Finally, tank on, panels on and let's take in down the road again, it's not starting to get dark. Off we go, fantastic, pulls like a train, brakes need to bed in a bit so allowing plenty of stopping distance. I have a 3 mile route planned and I'm a mile away from home, I indicate to take a left and as I turn the bike cuts out. I pull up to the kerb. There is no electricity, nothing. No starter, no lights, no dash lights, nothing. There were some swear words.

I push the bike a mile home, and set about fault finding an electrical gremlin....

Next Month – Can Neil get the ZZR Started?

The International Brigade - Part Three – by Chris Prior

There's not much worse than having to decamp in the rain and pack away wet tents. As we headed westwards to Maribor the rain fell harder and our slow progress on narrow roads impeded the progress of many an impatient lorry driver. Sorry! But we had no choice. By the time we reached Maribor the rain had stopped. All we wanted was somewhere to dry out. Fortuitously, we stumbled across Hostel Pekarna where we took rooms for 26€. I was given a disabled person's room (?) with a bathroom large enough for my tent to be hung up to dry. I was little disappointed with Maribor. The incentive to visit was its designation as European City of Culture in 2011, but to me it seemed drab. Many old buildings had plaster falling off the exteriors or looked abandoned. The second disappointment was to learn that on Sundays it is rare to find a restaurant open. We were directed to one where we dined outside and tried the local speciality green beer – honestly. It was nothing special, but one has to try these things. Squid stuffed with ham and cheese made up for all the trials of the day.

I'd been a little concerned about the bikes as the hostel was not in the smartest area. At the end of the street where we'd parked our bikes was a building that reminded me of the anarchist squat of 1970s Berlin. However, in the morning one of the occupants bid us a cheery good day as we loaded up and photographed the anti-establishment wall graphics.

Bikers Delight!



The International Brigade part Three – by Chris Prior

We set off, following what looked like a major road leading north towards Austria, but we somehow ended up on narrow lanes that looked as if they'd take us back to our starting point. While we were consulting the map, a passer-by stopped help and put us on the right road. Soon we were heading northwards to the border. The ride northwards over the mountains to Austria would have been joyful had it not been for the weather. Low clouds and intermittent heavy rain hid the views, and the numerous slippery overbanding repairs (aptly called *Tar Snakes* by Americans) especially on the Slovenian side, made the going somewhat dodgy. As if by magic, the moment we crossed into Austria the Zumo realised that we were back on planet Earth and gave directions to Salzburg, westwards via Spittal.

In no mood to camp, we rolled up at a budget hotel, only to learn that a Mozart Festival was in full swing and we'd be lucky to find a room anywhere. We did, but at a price. The 4-star Schaffenrath declined to offer discounts for wet and weary travellers, pensioners or not, so we had to bite the bullet. They may well have looked askance at our filthy bikes parked among smart cars at the hotel's entrance. By the time we'd had a couple of beers and a Weiner Schnitzel (what else?) we felt better.



Hope the green Beer
doesn't make you feel
green too!

Part four next month

Chris Prior

Transport and my Family by Howard Payne

BEING STUCK AS WE ARE AT HOME IN LOCKDOWN THE MIND LOOKS FOR THINGS AND MINE

MOVED TO TRANSPORT HAVING STARTED MY WORKING LIFE IN 1963 AS AN APPRENTICE MOTOR ENGINEER AND STUDYING CITY & GUILDS BEFORE LECTURING AT DEWSBURY & BATLEY TECHNICAL COLLEGE BEFORE BECOMING AN AUTOMOTIVE ENGINEER ASSESSOR.

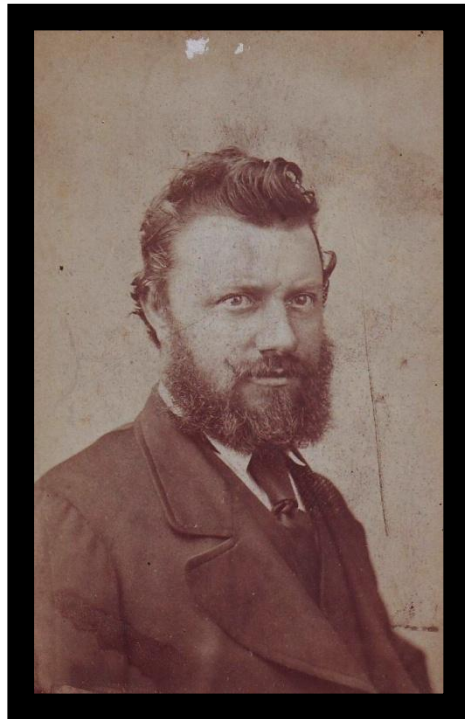
POWERED TRANSPORT STARTED AS SOON AS I WAS SIXTEEN WITH A MOPED WHICH COST ME £10.00 ITS LIFE ENDED WHEN I WENT OVER THE BONNET OF CAR THAT TURNED RIGHT ACROSS THE FRONT OF ME.



NEXT ALONG WAS A TRIUMPH TINA SCOOTER WHICH WAS DEVIL TO START DRIVEN BY "V" BELT LIKE A DAF CAR IT WAS UTTERLY USELESS. IN SNOW THE WHEELS WOULD COME OFF THE ROAD AS THE SNOW BUILT UP UNDER THE RUNNING BOARDS! THEN I HAD THE INDESTRUCTIBLE HONDA C50. SOON AFTER CARS ENTERED MY LIFE THE REASON BEING GIRLS LIKE CARS NOT MOTORBIKES!!!!



Transport and my Family by Howard Payne



Great Grandfather.

WELL ENOUGH OF MY EARLY YEARS AS MY MATERNAL GREAT GRANDFATHER ABOVE WAS A RAILWAY ENGINE DRIVER FIRST IN HUDDERSFIELD AND THEN BRADFORD WORKING FOR THE MIDLAND RAILWAY AND AT ONE TIME LIVING IN "MIDLAND TERRACE" ON CANAL ROAD BRADFORD WHICH IS STILL THERE TODAY. HE SPENT HIS WHOLE WORKING LIFE ON THE RAILWAY. THIS BRINGS ME ONTO ONE OF HIS SONS MY GRANDFATHER WHO WORKED FOR TRAMWAY COMPANIES AND ENDED AS CHIEF CLERK "BRADFORD CITY TRAMWAYS".

Transport and my Family by Howard Payne



ABOVE LEFT GRANDFATHER I AM TOLD THE PHOTO IS WHEN HE RETIRED AND ABOVE RIGHT IN 1902 IN THE FRONT PASSENGER SEAT OF A "DE DION BOUTON" REGISTERED NUMBER AK42. I WONDERED FOR YEARS TRYING TO LOCATE WHERE IT WAS TAKEN AND WHEN I DID FIND OUT IT WAS OBVIOUS. THE FIRST CLUE CAME WHEN TONY JEFFERIES CAME TO THE CLUB AND TALKED ABOUT THE HISTORY OF ALLAN JEFFERIES COMPANY. DURING WHICH HE MENTIONED ABOUT LOOKING AFTER SALTS MILLS' CAR A DE DION. NOW I DID WONDER OVER THE YEARS HOW MY GRANDFATHER AS A YOUNGISH MAN IN 1902 MANAGED TO DRIVING AROUND IN A CAR. WHEN I ASKED TONY WHERE THE CAR WAS GARAGED HE SAID THE TRAM SHEDS. THIS WAS A EUREKA MOMENT AS GRANDFATHER WAS WORKING FOR THE TRAM COMPANY SO I THINK HE MAY HAVE BEEN AN EARLY JOY RIDER! SO I NOW KNEW THE PHOTO HAD BEEN TAKEN IN SALTAIRE. THE ACTUAL LOCATION



BEING THE TRAMSHEDS AND IF YOU TURN ROUND AND LOOK TOWARDS BRADFORD THE PHOTO WAS TAKEN OUTSIDE THE SHOP ON THE CORNER SEE PHOTO ABOVE RIGHT THE LOOK AT THE BUILDING BEHIND THE CAR AND YOU CAN SEE THE STONED OUT WINDOW IN BOTH PHOTOS.

Transport and my Family by Howard Payne

NEXT UP WAS MY MOTHER WHO STARTED WORKING AS A SHORTHAND TYPIST FOR "ONDURA" A TYRE REMOULD COMPANY AND THEN LATER MOVED TO BRADFORD CITY TRAMWAYS BUT ONLY AFTER GRANDAD HAD RETIRED.



ONDURA ADVERT



TRAMWAYS OFFICE OFF FOSTER SQUARE BRADFORD

THE FINAL MEMBER OF THE FAMILY WHO WAS CONNECTED TO TRANSPORT WAS ONE OF MY UNCLES WHO WORKED FOR ENGLISH ELECTRIC AND LATER THE "BRITISH AIRCRAFT CORPORATION" KNOWN AS "BAC". MANY THINGS HE WORKED ON HE COULDN'T TALK ABOUT BUT FOR ME IT WAS ALL ABOUT "CONCORDE" I WAS FORTUNATE TO GO DOWN TO FILTON AT BRISTOL AND TO GO AND SEE THE TEST ONE BEING BUILT IN THE BRABAZON HANGER. THE VERY FIRST ITEM TO BE LAID OUT WAS THE WIRING LOOM AFTER THAT THE BUILDING COMMENCED IN THE CENTRE OF THE AIRCRAFT MOVING SLOWLY OUT FROM THERE. IN THE HANGER AT THE SAME TIME WERE MANY AIRCRAFT BEING WORKED JUST LIKE A NORMAL WORKSHOP. AT ONE SIDE THERE WAS AN AREA ON A MEZZANINE FLOOR WITH A MOCK UP OF THE FLIGHTDECK AND A LARGE PAINTING ON THE WALL WHERE BRIAN TRUBSHAW COULD GET FAMILIAR WITH CONTROLS BEFORE THE BIG DAY OF THE FIRST FLIGHT. MY UNCLE DID GET TO FLY ON ONE OF THE TEST FLIGHTS AND THAT AIRCRAFT IS NOW AT THE DUXFORD MUSEUM. WE TEND TO FORGET ALL THIS WAS PRE COMPUTER. WE ARE FORTUNATE TO HAVE A COUPLE CONCORDES TO VISIT ONE BEING AT FILTON AND THE OTHER AT

Transport and my Family by Howard Payne

MANCHESTER AIRPORT. THE MANCHESTER ONE IS IN THE BEST CONDITION BUT FILTON HAS AIRCRAFT FROM THE BEGINNING OF AIRCRAFT MANUFACTURING BY THE BRISTOL COMPANY WHICH ALSO MADE BRISTOL BUSES AND BRISTOL CARS.

WITH HER LAST FLIGHT CAME THE STATEMENT FROM JEREMY CLARKSON.

"This is one small step for a man, but one huge leap backwards for mankind"

WHAT A SHAME THAT WE NEVER SOLD A SINGLE CONCORD.



BACK TO THE BEGINNING FOR THE ENDING.



HOWARD PAYNE

Group Events – Still to be Confirmed on what we can do

Sunday Ride Outs - Now **SUSPENDED! 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 the Summer – fingers crossed!

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

