

Editors Ramblings

A Happy New year to you all, I hope you were able to have as festive time as possible considering the restrictions we all had in place and as I write this getting tighter in some areas around where we live. We live in hope though with vaccinations rolling out, summer 2021 might just happen, fingers crossed. I will look forward to a flurry of articles later in the year rather than the flurries of snow passing my window!

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 January 2021



1994 to 2019



Word from the Chair



Presidents Page

Firstly, I want to wish you all a very Happy New Year, I hope your festivities were full of Joy, and you managed to see family and friends.

As you know we had to postpone the Autumn course due to Lockdown 2, I had made provisions for the course to resume on January 10th, unfortunately we have been moved into tier 4 which makes it imposable for us to complete the course under the restrictions imposed by tier 4, so to all the Associates I can only apologise for not being able to complete your course when arranged, all the Associates on the Autumn course have now been enrolled onto the Spring 2021 course, hopefully COVID-19 permitting you will complete your course.

I will be standing down as Chief Observer in March at the AGM, I took the role on again in 2017 as there were no applicants for the position and the group has to have a chief observer to organise and run the training side of the group, having held the position with a break in between for a total of 17 years I have achieved all, and more of what I intended to achieve, I have seen the training side grow from being a bit shambolic on a Sunday Morning at Aldi Crewe, to the slick professional well organised machine it is now at Costa Coffee Crewe, this has only been possible with the strong team of dedicated observers who make themselves available and turn out on a Sunday morning to deliver guidance to the associates, so to all the observers past and present I would like to say a huge thank you to you all for your support.

Dave Cox our Chairman has applied for the position of Chief Observer, I and the observers support Dave's application and his position will be confirmed at the February Committee meeting so that he is ready for the Spring course in April, I would like to thank Dave for applying and to wish him well in his endeavours, he will bring a new perspective and enthusiasm to the role, I think we can all agree that 2020 will be the year that will be forgotten, hopefully 2021 is a new beginning and a new chapter in South Cheshire Advanced Motorcyclist's journey. I have no intention of giving up observing I will continue in that role as and when required.

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!



Failed TPMS! – Phil Buckley

Many makes of motorcycle these days have TPMS (Tyre Pressure Monitoring System). Most use a sensor fastened to the inside of the wheel rim, thus covered by the tyre. They use a battery and centrifugal force to power themselves, linking with the bikes' electronics. The battery doesn't last forever, and eventually needs replacing. The front one on my BMW GS has lasted since 2014 but recently has started to fail. Time to change it out.

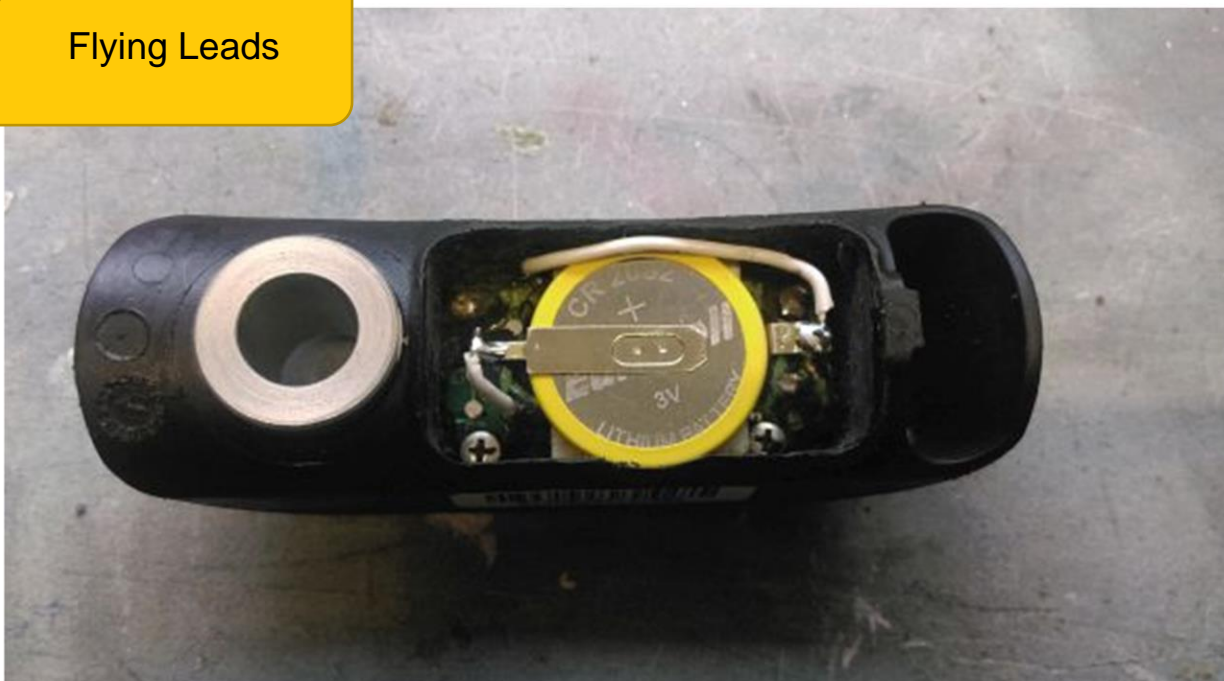
Sensor on the rim



The battery is not replaceable so BMW just sell you a new sensor, code it to the bike, and away you go.....with a big hole in your pocket!

Many people have dug their way into the sealed sensor (potting compound), prised out the battery and replaced it with a new one. Time to give it a try!

Flying Leads



Failed TPMS!

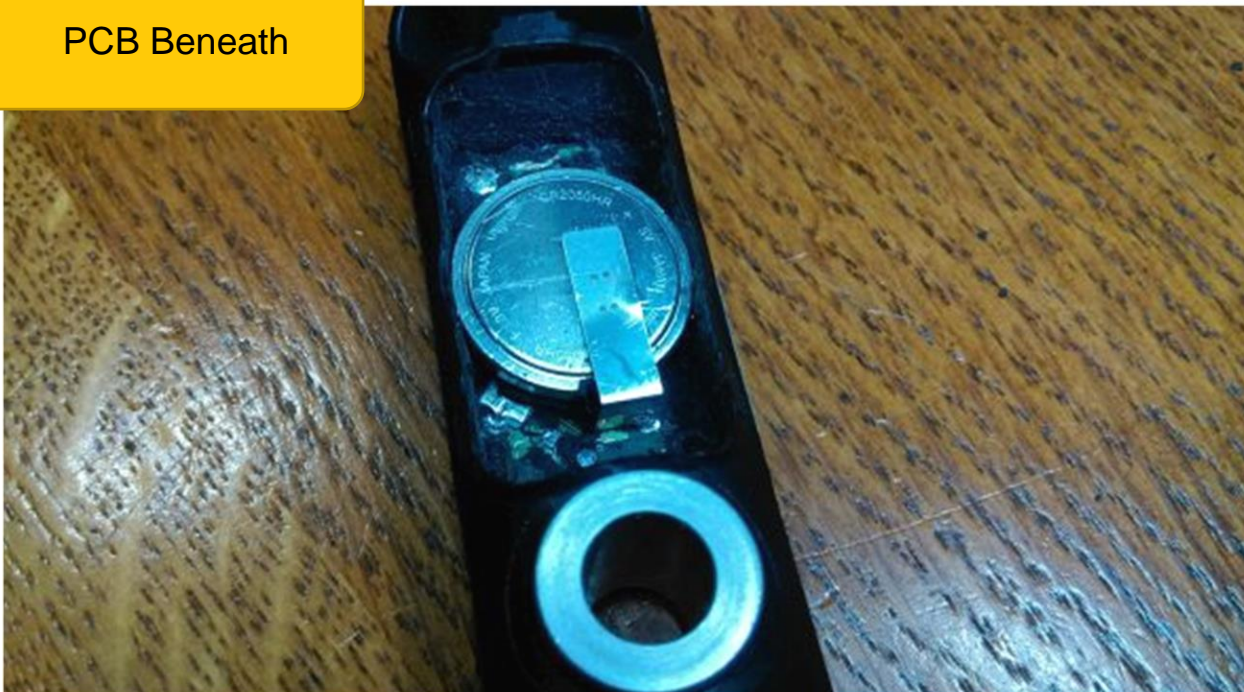
Once the wheel and tyre are off, removing the sensor is just one hex bolt, revealing the black potting compound which hides the battery buried within it, on top of a circuit board. After delicately removing the surface compound, a battery is revealed, but it was not what I expected!

Battery Reveal



It was a Maxell CR2050HR, which CAN be bought, but in true BMW tradition, the tabs that are welded on, have their spiggots facing the opposite direction to those that you can buy. A shrewd marketing policy!! You cannot solder to the battery as it's stainless and also the heat destroys the cell. Time to adapt.

PCB Beneath

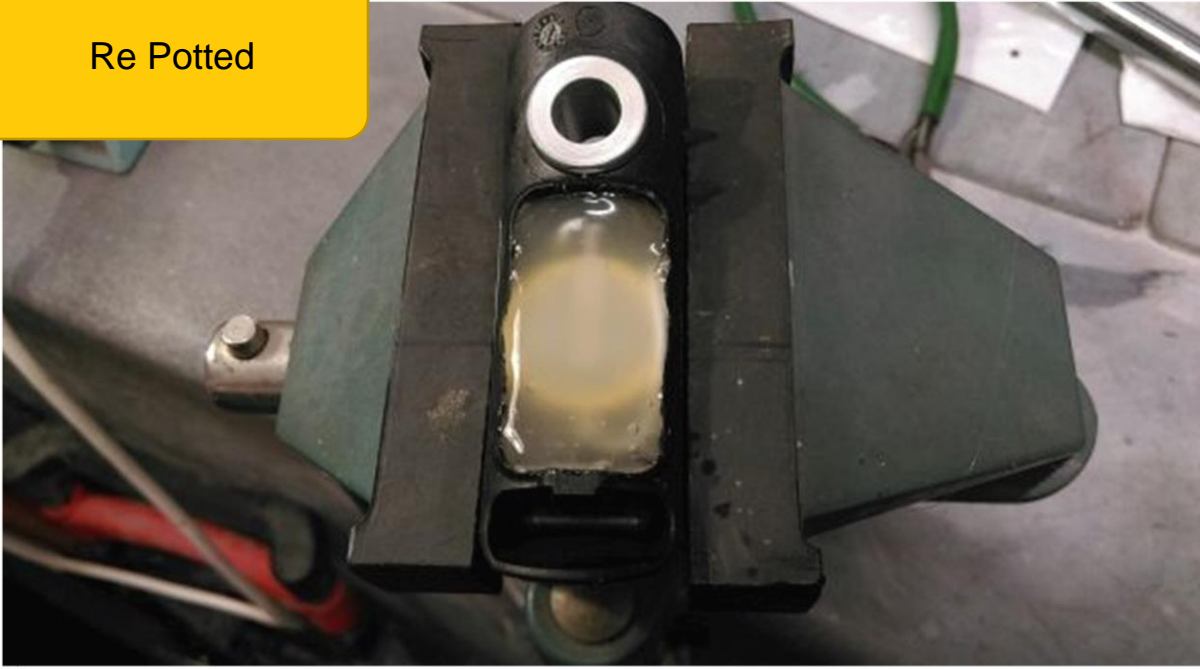


Failed TPMS!

Using the original holes in the pcb beneath the battery, I ran some flying leads and soldered them onto the new CR2032 tabs.

All in situ, but how do you check your work without rebuilding the wheel and tyre, only to find out your repair was no good?

Re Potted



Time to buy a “wake up” tool. £10 off Amazon. Hold it next to the sensor, switch it on and electronically trigger the sensor into action, and watch it come alive on the bike, which it did. Reading zero psi because it was in the atmosphere. Result.

Potted the sensor up with hot glue, re-affixed to the wheel, new tyre back on, balanced, and away you go. Result.

Sensor Test



Always easier the next time.

Phil Buckley

ZZR1100 Restoration – Neil Jewell – Episode Two

So you left last month's newsletter with me trying to figure out what the noise was in the engine. Burying my head in the sand, I decided to try all of the things it could possibly be and ignore the fact that it was serious and possibly terminal and probably best for the scrap heap.

Valve clearances were done and new alternator chain tensioner was engineered the Cam chain was measured and found to be on the service limit so replaced. While the engine noises certainly became less, the main noise, the intermittent clanging noise, was still there.

So with nothing left to lose I went in as deep as I could without actually removing the engine. So out came the clutch, completely. That gave me access to #4 big end which in turn convinced me of what I have known the problem to be all along.

Engines are simple things. Pistons go uppy-downy. Crankshafts turn the uppy-downy into spinny-spinny. Crankshafts are connected to pistons by the connecting rods. Simple. One end of the connecting rod has a bigger end than the other and this end, called the Big End, should hug the crankshaft very closely.



ZZR1100 Restoration – Neil Jewell

As I rotated the engine by hand the big end did not move with it. There was a gap. I grabbed the bottom of the big end and wiggled it and the rattle that I could hear was pinpointed.

So now we have options.... Repair the crank, bin the whole project, or get another engine. That is a simple cost analysis exercise. It's cheaper to get another engine. So off to eBay again with hope in my heart because who says the engine you are buying is any better.

I found an engine that hadn't been started for at least 10 years. The owner had never heard it running and had originally bought it for a trike project that never happened. He seemed a decent chap, engineer. The engine had been mothballed quite nicely with all the holes bunged up. And it turned over by hand OK. IT was missing a few external bits like water pipes but luckily I had all of those on my, now scrap, engine.

So, a simple job of swapping the bits, swapping the engines, putting it all back together (again) and seeing if it works....

Well I'm delighted to say that it does. Engines really are simple things, fed them petrol, some sparks at the right time and they go (as long as they have compression of course)

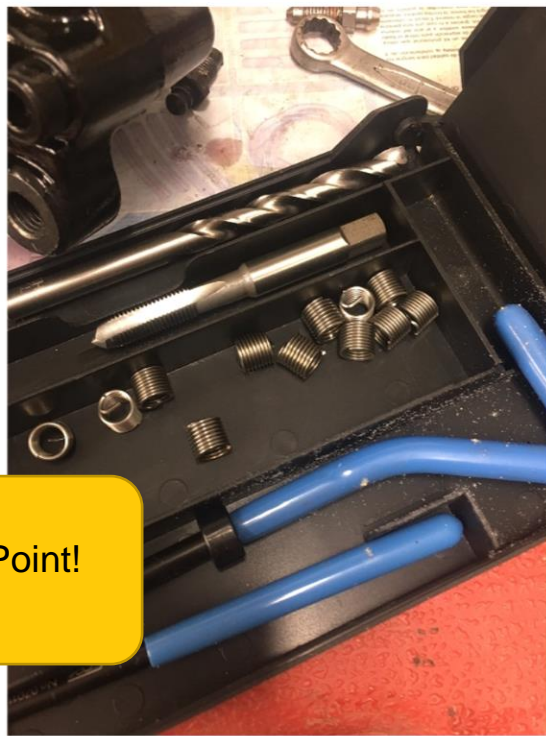
So that's the oily bits dealt with. Next up is the plastic bits....

Regards,

Neil



ZZR1100 Restoration



Close to Braking Point!



The International Brigade - Part Two – by Chris Prior

That evening we crossed the St Leonard's Pass and arrived at our night stop, an Alpine hut at Naserhof, 1350, metres altitude. Although this area is (now) in Italy, the locals insist it's *Südtirol* and speak German. We were met with a most welcome complementary beer and lugged our gear up to the attic where paillasses were laid out. We bunked down at midnight after a generous cold meat and cheese supper, accompanied by more beer. The following day was spent enjoying wonderful mountain roads and spectacular scenery of the Dolomites. Back at the Nasehof we refuelled with goat stew and beer.

Unfortunately, Wolfie, Hannes and Brian had to leave us here, so Rich and I set off eastwards towards Slovenia. We crossed back into Austria and rode along the scenic 100, 110 and 111 routes until turning southwards we re-entered Italy at Coccau Valico. After seven kilometres we turned eastwards again and soon entered Slovenia. The previous year my Zumo had faultlessly navigated Slovenia, but now it wouldn't play. Apparently, increased details included in an upgrade had wiped several countries off its memory. However, at Dovje we found a campsite overlooked by the majestic Julian Alps and pitched for two days, allowing some exploration time.

A Curious Local



The International Brigade part One – by Chris Prior

First, we rode to the 11th century fairytale castle that overlooks the amazingly beautiful Lake Bled. From the castle museum, we rode along the south side of the lake to the larger but lesser known Lake Bohinj. The road comes to an end just beyond here, so we returned to the campsite the way we'd come. Thunder rumbled around the hills as we dined in a nearby village, but the storm held off until we were safely tucked into our tents.



Naserhof, Sud Tirol.
Informal dress but
beards required!

Part Three next month

Chris Prior



Motorcycle News Snippets

Isle of Man TT 2021 cancelled!
The organisers and the IOM government have confirmed it will be at least 2022 for them to take place.

Norton to start production in the next few months

Don't fancy the effort of looking in your blindspot?
Next year for £320 you will be able to install cameras from RideVision to do it for you

Radical design change for Ducati's Monster, losing the trellis frame and 18kg of weight and valve service intervals now at 30k

Kawasaki are planning a hybrid bike with petrol and battery power, where will we be in ten years time?

Motorcycle News from the last month

Can you win the MotoGP championship with just one win? Well Joan Mir has just done that, consistent though with seven podiums

Cal Crutchlow retires from racing

Four brits will be at the start of Dakar 2021, Sam Sutherland, Jamie McCaney, Neil Hawker and David Knight, how many will finish?

Three time MotoGP world champion Jorge Lorenzo took part in the Spanish version of the Masked Singer and made it to the final show

Suzuki was a hundred years old in 2020 but have only produced motorcycles for 68 of these

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

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

