

## Editors Ramblings

The year March's on! Ok, working from is getting to me! This may be my last newsletter as I am having a change in my job which is going to take more of my time and along with my wives' eyesight now even worse than mine meaning I am the one step away from a guide dog just now and helping her out comes before spending time in front of the computer.

I hope the committee can find a willing volunteer to continue this monthly communication with you all.

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/>

The Highlander



# South Cheshire Advanced Motorcyclists Newsletter March 2021



## 1994 to 2019



### Word from the Chair

Well, another month drifts by and still the bikes haven't turned a wheel. At least, thanks to the vaccine, there appears to be light at the end of the tunnel.

If Boris' roadmap goes to plan we should be allowed out again from March 8th, only local but at least we can go out. From March 29th we revert to the rule of 6, so hopefully just in time for the Spring course we should have the all clear from IAM RoadSmart to resume observed runs. As soon as we get news, we'll let you know.

Until then, from Friday 12th February IAM RoadSmart is launching a series of e-training modules for Associates. Initially there will be 4 modules then a new one every two weeks. They are accessible via the IAM RoadSmart website, take a look.

The Group, meanwhile have been working at how we can develop a program of continued personal development to allow members to check and maintain their riding standards with the possibility of further training to reach a higher standard. It will open to all group members who have passed their advanced test and will be run by the current observer team and Masters Mentors. I'll give further details next month with the plan being that the program will be in place by the time we resume in April.

Lastly, a quick reminder about the AGM on Thursday 18th March. It will be on zoom and you should have received the link, if not, contact Geoff or myself.

Dave



## Presidents Page

This has been another month of inactivity, due to the current lockdown situation, at the Committee meeting last month the committee confirmed Dave Cox's appointment as chief Observer, I wish Dave well in his new role, and look forward to his leadership.

Lockdown, has not been too bad for me, as I am still working, but being alone at home is still sometimes hard not having family or friends popping in, I saw a 1950's advert for wd40, which given modern day language makes it seem pornographic, I have included it in the article, for your information, humour or disgust. hat got me thinking and I started to look at old adverts from the 50's and see what connotations 2021 language will turn them into, I have attached a couple again for amusement, if you are offended then I apologise unreservedly.

I would like to thank Andy Gralton for organising a zoom quiz night last month, it was great fun, hopefully more will join in the next one.

That is all from me for this month, until next month, stay safe and keep well.

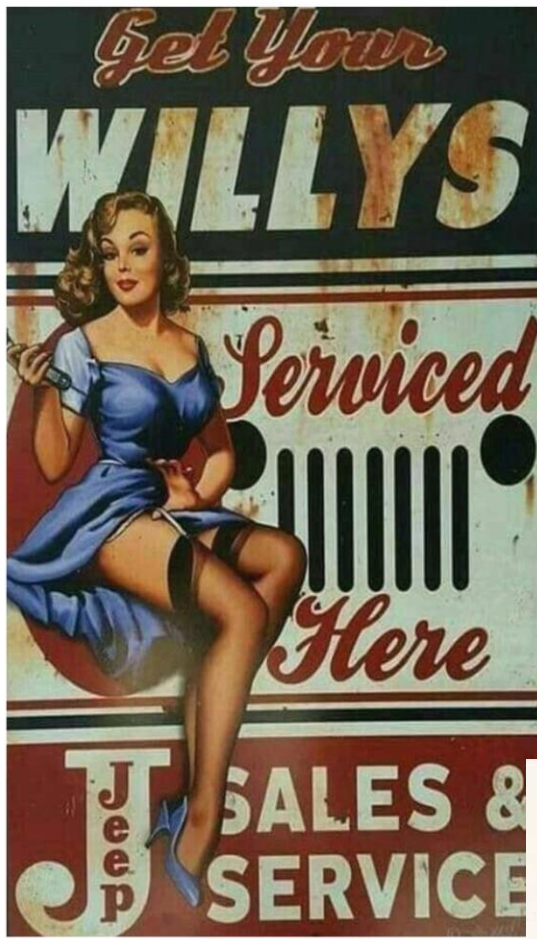
Chris Steel.

President





## Presidents Page



If You Can Say "CONDOM" in English...  
 You know how to say  
 "CONDOM"  
 in French, Italian AND Spanish!!

**Note!**

Never  
 Use A Condom  
 With...  
 Vaseline  
 Crisco  
 Cool Whip  
 Sandpaper  
 Hand Lotion  
 Motor Oil  
 Sustain Lotion  
 Baby Oil  
 Butter

Condoms  
 protect  
 against:  
 AIDS  
 Herpes  
 Syphilis  
 Gonorrhea  
 Genital Warts  
 Chlamydia

AVOID  
 the  
 CAVITY CREEPS!

**IT'S STILL A BLAST**

**CONDOMS ARE...**

EQUALLY effective both DAY or NIGHT!

EASY to coordinate with ANY wardrobe!!

Dramatically IMPROVED since your parents use them (if they had sex, that is!!!)

Now available OVER THE COUNTER in 50 states, Puerto Rico and Cleveland!!

An EQUAL-OPPORTUNITY prophylactic (available in any size, color or flavor!)

**"I take one everywhere I take my PENIS!!"**

**The PLEASURE GRAPH**

Sex Without A Condom	Sex With A Condom	Genital Wart Removal
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**WARNING!**

OBJECTS IN CONDOMS MAY APPEAR LARGER THAN THEY ACTUALLY ARE!

**CONDOMS**

THEY GO WHERE YOU GO

**DID YOU KNOW?**

4 out of 4 persons prefer condoms to herpes!

3 out of 4 dentists surveyed recommend sugarless gum for their patients who use condoms!

**BELIEVE IT!!!** Every day Someone Successfully Uses A Condom Under The Influence of Alcohol.

**250,000 TIMES CHEAPER!!** ...Than the Average Child!

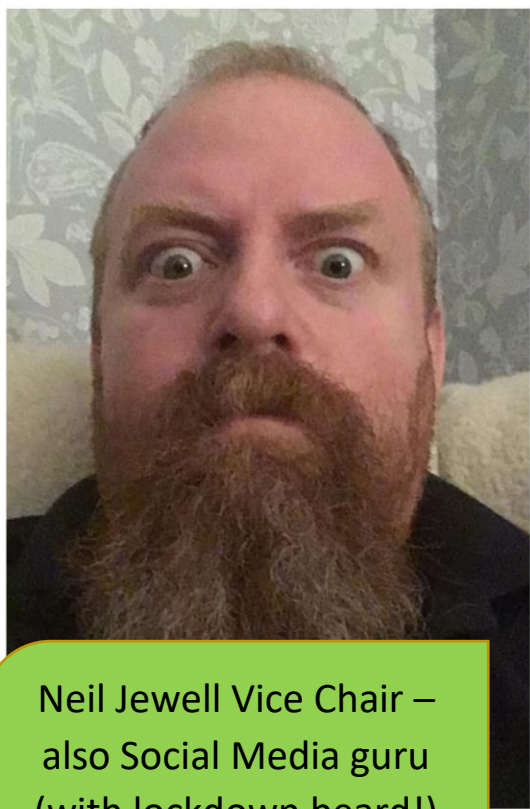


## Your Committee – You asked – you will regret asking!



Dave Cox  
Group Chair

Chris Steel Group  
President



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



Phil Hamilton  
National Observer & Local Observer  
Assessor



## 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

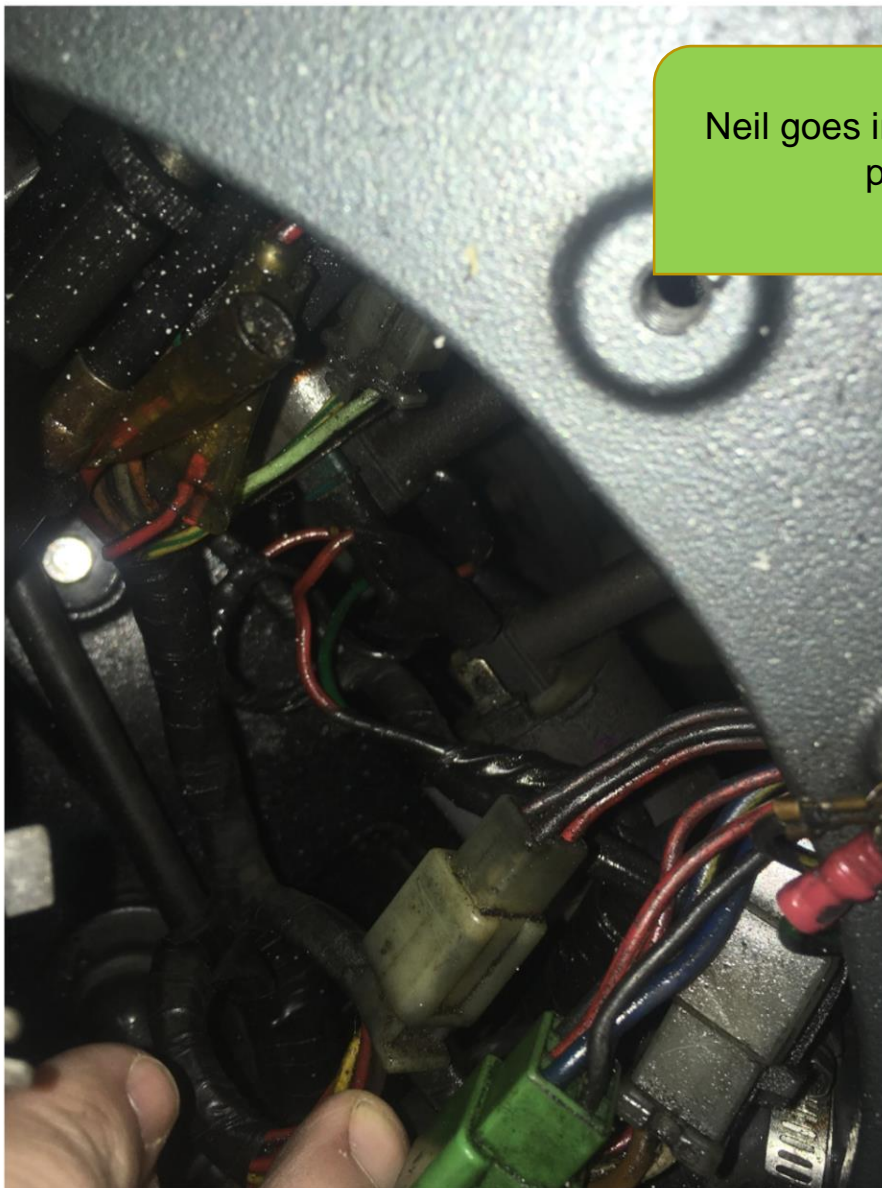


## ZZR1100 Restoration – Neil Jewell – Episode Four

So we are back in the garage after an eventful shake down trials resulting in a 1 mile push back home.

The bike is electrically dead. Zilch, nada, kaput. Tuning the ignition key is the same as not turning it. Now, the bike was working fine and then a total cut out is actually quite a nice place to start. It can only be a few things so a logical methodical approach to electrical fault finding is a sure-fire way to quickly pin point the problem. What could cause a total loss, battery fallen off? Unlikely, main fuse gone, possible, that feed wire from the main fuse connector was a bit loose wasn't it?

Tank off, panels off, and head straight for the problem, that loose wire, nope not that. But tweak the connector anyway to be sure. Then check the main fuse, that's fine.



Neil goes into a very dark place!



## ZZR1100 Restoration – Neil Jewell

OK time for the multimeter. Set to 12v DC we can follow the power. The black lead is attached to the negative battery terminal and then use the red lead to see where power is, this isn't the time for guessing, but a methodical approach can find any fault in 3 moves no matter how many connectors are in the circuit. Connectors are the likely cause as that's where dirt and water and corrosion can get in. 3 moves?? How's that possible I hear you ask. Don't fault find like a daisy chain, go to the middle and work from there. If there's power there then the front half of the circuit must be fine and the fault is in the second half. So half that, if no power then you know where the fault is, if there is power then the fault is in the last part of the circuit.



Donations of  
Swarfega Welcome!

## ZZR1100 Restoration



I trace power up to the main block connector that connects the dash and ignition switch. I have no power between that and the ignition switch. The fault is somewhere in the wire, this makes sense as those wires are subjected to flexing every time the steering is moved, over time these wires can break. Thinking about it as I turned left the bike cut out and I was sure I have found the culprit.

After removing the ignition switch and bundle of wires I came across the issue immediately, someone had had this issue before or swapped out the ignition switch and performed a very bad repair. After a bit of soldering we were back up and running.

Next job is spraying up the plastics...

Cheers Neil



## The International Brigade – Final Part – by Chris Prior

Before checking out next day we took a bus into the city and walked up to the castle. Unfortunately, dull weather made for poor photography. The whole city is devoted to its favourite son. Every other bar and café seems to be named *Mozart*, as is just about every piece of tourist tat. There's even *Mozart Chocolate*. Rich remarked that although Bavaria, Austria, North Italy and Slovenia are separate countries, they have a great deal of uniformity of architectural style, and when the weather permits have the world's most beautiful scenery.

As an island nation we sometimes forget that in mainland Europe borders have changed as countries have expanded and retracted over the centuries. Until a century ago much of this area was part of the Austro-Hungarian Empire.



Mad King Ludwig's imitation Versailles at Lake Chiemsee, Austria

## The International Brigade – Final Part – by Chris Prior

Lake Chiemsee is an island on which mad King Ludwig had his imitation Versailles built as his summer palace, the cost of which just about bankrupted Bavaria. He spent all of seventeen nights there. His 'accidental' drowning has never been satisfactorily explained.

From here we returned to cousin Seppi's farm at Olching for a couple of days before riding off to Bergheim, Alsace, to accept an open invitation to visit Joe Dietche, who had been Rich's neighbour in Walla Walla while working in Washington State on a dam project.

Wolfie rejoined us and with a light mist covering the fields we three set off for France. Wolfie guided us along lovely country roads which were narrow, well paved and raised above the level of surrounding fields and lacked the view-restricting hedgerows we suffer back home. In Germany many main roads have wide cycle lanes well separated from the main roads. After riding through the Black Forest we camped by the Donau (Danube) at Hausen In Tal.



Wolfie and Rich at the campsite by the Donau, Germany



## The International Brigade – Final Part – by Chris Prior

At Bergheim Joe and Marietta prepared a barbeque, followed by a selection of home-made liqueurs. Next day their son, Patrick, arrived on his Tiger 950 and spent two days guiding us along the best motorcycling roads in the region. “Beware weekends”, he warned us, “There are some crazy riders about. Some don’t stick to their side of the road on blind bends”. Nevertheless, the Vosges Mountains provide some of Europe’s best motorcycle roads.

At Château Kroenburg a friendly gendarme moved some cones so that we could park and offered to take our photo.

Next day I had to leave the others and head back north, while Rich and Wolfie returned to Olching via Switzerland and Austria. The next email – well, that’s another story...



The Donau at Hausen im  
Tal, Germany



## The International Brigade – Final Part – by Chris Prior



Bergheim, Alsace, France



The International Brigade. L to R Chris (English), Wolfie (German), Rich (USA), Patrick (French)

Chris Prior



## **The motorcycle which really made its marque**

### **Alfred Angas Scott – Scott Motorcycles**

#### **Howard Payne**

He was born on September 5, 1874, at Oakleigh, 23 Oak Avenue, Manningham, the tenth son and a twin in a family of 12 children. His parents died when he was young and Alfred was sent away to boarding school, which reputedly influenced his attitude to self-reliance.

It is said that he would not accept other people's ideas at face value nor profit from their mistakes. He believed in making his own and learning from them. Scott began manufacture of his water-cooled, twin-cylinder two-stroke motorcycles in rented premises in Bradford in 1909 but winning the Senior TT race on the Isle of Man in 1912 stimulated demand for his machines, and a larger factory was needed.

A site in Hirstwood Road was bought and the new building opened early in 1913. Production began immediately, and to help develop and publicise their remarkable machines, the company's staff and clients launched in 1914 what was to become Britain's premier off-road event, the famous and still hotly contested Scott Trial.

During the First World War, Scott manufactured patented 'Machine Gun Outfits' – motorcycles with specially designed sidecars fitted with Vickers-Maxim machine guns and carrying their gunners and ammunition. Scott, a great engineer and innovator, also designed a special three-wheeled 'Guncar', but this was not adopted for military service, although it was later to evolve into Scott's famous, if commercially unsuccessful, three-wheeled vehicle, the Sociable.

Scott motorcycles achieved competition fame in further TT races, winning the Senior again in 1913 but, perhaps through the introduction of too many innovative features, did not manage to do so in 1914. More success both on and off-road followed, however, especially in the 1920s.

The company adhered to its original and highly individual engine design throughout its long production run, and as well as producing its fine-quality motorcycles. Scott bikes combined the latest technology of the time with high-quality manufacturing. The company also produced stationary engines, power units for light aircraft and other equipment.



## **The motorcycle which really made its marque**

### **Alfred Angas Scott – Scott Motorcycles**

#### **Howard Payne**

Most of Scott's working life and all his resources were devoted to the development of the two-stroke engine and the design and manufacture of both motorcycles and three-wheeled vehicles.

He died at the age of 48 from pneumonia on August 11, 1923. A bachelor, he was buried in Undercliffe Cemetery.

Having produced engines and other machinery for the Admiralty during the Second World War, motorcycle manufacture gradually resumed when peace returned, but in 1950 the company suffered financial failure and was sold, moving to Birmingham where small-scale production continued into the 1970s.

Today, Scott motorcycles are greatly appreciated for their unique design, the technological advances they incorporated and the quality of their manufacture. 'Made to the Limit Gauge' was the factory's motto, meaning that every part was made to within very fine tolerances.

Today the unconventional and still fascinating Scott motorcycle is much sought-after and examples survive in surprising numbers.

They are keenly restored, maintained and ridden by members of the 700-strong Scott Owners Club, which has worldwide membership.



## **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

