



# BikeBytes

Scottish Motorcycle Club

Volume 9 Issue 4

April 2008

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## SECRETARIES WELCOME

A warm welcome to new members David McWilliam from Crieff who has a Triumph and BSA and also to Anthony Johnson from Broxburn who rides a BMW R1100RS.



This is the first post-AGM Bikebytes and so it's time for a gentle reminder for membership renewal. The subscription this year is £15. For a second member at the same address the subscription is £10. Attached to this edition is a renewal form which contains the details of where to send your cheque.

I'll be sending out the membership cards soon to David and Anthony, above, and to all the folk who paid at the AGM.

The number of members is currently 78.

**Steve MacKinnon**

## CHAIRMAN'S WELCOME

Hi Everyone

I have to say that this year is shaping up to be a great one, last year we had the tragic loss of Jerry which put a damper on things, left us without a chairman and have to admit that I lost enthusiasm for bikes, however time marches on. Anyway back to this year, your committee have organised:

- At least one quality run every month until October.
- Weekend away in the Border during September
- Regular monthly Chip Shop run on the first Thursday of the month, leaving from Linlithgow at 19:00
- A recruitment drive to boost the falling numbers.
- Annual Dinner (with awards) which is set for the 23rd January 2009

I believe that the committee want to push things along, get more members involved and above all have fun.

There's going to be plenty going on during the summer and I can't wait, also I've chopped the Aprilia RSV-R for something a bit more comfortable.

Look forward to seeing as many of you as possible on the 20th April.

**David Jerome**

## CHIP SHOP RUN – 4 APRIL

There I was thinking "I'm Johnny no-mates again" with no-one else at the meet point at 6:25 for my chip shop run on Friday evening. (Instructions: meet 6:15 for 6:30 prompt departure). I was considering whether to go on my own when Gary Wain hove into to view on his Triumph Daytona, looking very red all over with his leathers and boot trims matching the bike. What's this? – another bike drawing up – a Yamaha Diversion not seen before by me. Aboard was Emil Samson who I had not met but who had been on a run at the end of last season.



I quickly outlined the route and they both 'fessed up to needing fuel so dashed off to the Jet station just down the road. We got rolling at 6:40 up towards Bathgate beside the canal, turning off to Westfield and on to Avonbridge, California, Slamannan, down nearly to Falkirk and left to Bonnybridge down the back road. Out to the M876 junction 1 but we ducked under to get down the back road to Dunipace, right to Stirling M9 services, off the big roundabout and head north and over the roundabouts to the Alloa turnoff. Branch left at Tullibody up the new bit of road and past Glenochil to Fishcross, Coalsnaughton and Devonside to come out on the A977 and turn left for Powmill. Right and a chase over the road past Knockhill and into Dunfermline – just too late to get a sit-down in Alari's chippie. The seating area closes at 8, but the counter serves up to 9 on a Friday – seems early to me!

Contact the Scottish Motorcycle Club via the Membership Secretary:

Steve MacKinnon

Tel: 01786 475948 07802 200964 E-mail: Stephen.mackinnon@tiscali.co.uk

We got the food (good) and walked down to the seats outside the gates to Pittencrieff Park and sat watching the locals going about their Friday night fun, and the CCTV camera up on the wall opposite panning around to do the same! The pic gives a worm's eye view of our trio. Out of shot is the peacock whose cry kept interrupting the still evening air.

Gary lives local so had no distance to go, I just had to get across the Forth to Linlithgow, but Emil had to get back to Glasgow, and wasn't sure of where he was, let alone where to go! I outlined the route for him to follow me until I turned off the M9 where he could continue, but wasn't clear enough and poor Emil failed to turn off at the Forth Road Bridge with me. I went round the roundabout at the top and chased after him, but must have made the wrong choice at the new fork just up the road and did not find him – and the bike and I tried hard to catch him! I trust his roadsign reading skills got him home – “Glasgow” appears on a lot of them around Edinburgh!

The run was about 65 miles, took 90 minutes at a steady pace given the narrow roads, and generally respecting the limits, except that racetracks do tend to encourage a bit of speed, I find, and the Knockhill road does have some nice bends! I left out an extension through Dollar and Yetts so that we had plenty of light for the final stretch. The weather was great – bright sun and dry roads except in a few places under hedges or in dips that had not dried during the day.

**Steve Middleton**

## MAG EASTER EGG RUN 2008

When I looked out of the window on Easter Sunday at 7am it appeared that the cars were covered in condensation. However, when I ventured outside I found that the 'condensation' was actually ice. This didn't bode well for a ride through to Glasgow considering my personal minimum threshold for going out on the bike is about 5<sup>o</sup>C. Who decided Easter should be defined as the first Sunday after the first full moon after the 21<sup>st</sup> March? I understand Easter Sunday could only ever be one day earlier than it was this year. Fortunately, by 10:30 the ice had melted although a few half hearted snow flakes were drifting down in Stirling.

Anyway, wrapped up and fuelled up I headed for the SECC. I passed a few bikes on the way (which is in itself unusual when you ride a Transalp) and arrived at the Exhibition Centre to find thousands of bikes had already congregated. Quite a spectacle it was, too, with a backdrop of the Armadillo on our side of the Clyde and the Science Centre, Tower and BBC building on the south bank. Even the Waverley was present, berthed on the Clyde opposite the car park. There was an amazing variety of bikes on display, every model imaginable. Some people had dressed

in the spirit of the occasion with many an Easter Bunny piloting an R1 or GSX-R.

I wandered over to the MAG tent where the hard working volunteers cheerfully relieved me of some money. Beside the donations tent a large white van groaned under the weight of countless donated Easter eggs. For those who had set out before breakfast, a burger van offered the usual burger van menu.

Met up with a biker from work and then headed back to my bike which I found had a day-glo orange ribbon attached to a mirror. The event has grown so large that there were two main changes this year. The first was that in previous years we had set off from Kelvin Way, not the SECC. The second change was that the number of bikes allowed to stop at Yorkhill Hospital was to be limited to 3000. The consensus of opinion amongst the bikers was that the ribbons must designate the bikes which would be allowed into the hospital grounds.

After a short delay we set off on a circuitous route through the city. I was in the section of the crowd which was last to leave. It was a great buzz, being able to ride through the city streets with the police having closed side roads and ensuring a fairly smooth passage for me and the 6999 other bikes. It's also a little unnerving at first as you are riding alongside several bikes abreast with more bikes ahead and astern. It was not easy keeping tabs on what was going on all around with very little space between machines. The last time I was on the Egg Run was in 2004 and I seem to remember the convoy of bikes moved more fluidly back then. This year was a slightly start and stop affair, again probably due to sheer numbers and the fact that we were at the end of the cavalcade. At least the weather was kind. Pretty cold but at 30mph max there wasn't much wind chill and we stayed dry.

Onlookers lining the pavements smiled and waved in response to the passing bikes and heading west on Great Western Road the Ducati shop was open and the staff waved their support. A block further on and the congregation of a church complete with a robed clergyman were out on the pavement enjoying the spectacle. It was a great atmosphere with everyone having a great time. Even the car drivers stuck in traffic jams appeared to take the delay in their stride and I didn't spot anyone disgruntled by having to wait.

Finally, we found ourselves at the approach to Yorkhill Hospital. During the whole event, I saw only one bike mishap and it occurred here. The final turn to the hospital was a very tight one, almost an Alpine bend in the city, and an unfortunate VFR had one of those 2mph tumbles. The rider was fine but an indicator had parted company from rest of the bike.

As it turned out, there were many bikes at the hospital which didn't have ribbons so perhaps they had just estimated the last 3000 bikes and directed them into the grounds. Again, there were burger vans to satisfy the inner biker.

Heading back home via Kilsyth and over the Tak-me-doon Road through flurries of snow and with my fingers slowly losing feeling to the chill wind I reflected on what an excellent thing it is that MAG does each year. It had been a very well organised, massive, event at which people have a great time, promote the image of motorcycling and do a lot of good for those less fortunate than themselves. Can't say fairer than that.

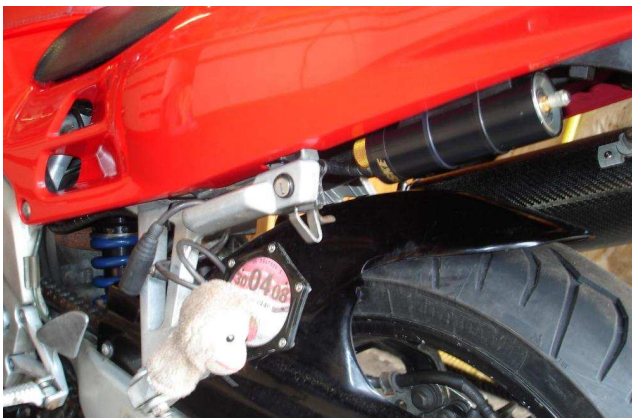
**Steve MacKinnon**

## WOTCHA DUN TO YOURS THEN?

How about us all reporting on our bikes and what we have done to them? Bikers often modify their ride to fit the owner's use, style or interests, or simply to make them different. So, how about yours? I'll kick off with my Honda 1994 VFR750FR.

This winter I have been developing the VFR's suspension. The owners' websites report many variations on the standard kit – from aftermarket shocks right through to front end transplants from other bikes with more adjustable forks. On the VFR Club site ([www.bikersoracle.com/vfr](http://www.bikersoracle.com/vfr)) there is a wealth of knowledge and information, and also on the USA VFR Discussion site ([www.vfrd.com](http://www.vfrd.com)).

I started by finding a Penske shock absorber unit for sale in the VFR Club site and dived in since my standard unit is getting a bit long in the tooth. I struck first before anyone else saw the advert and got the beautifully made unit. I stripped it for cleaning and resprayed the spring. I worked out how to mount the reservoir using a support that comes with a Scottoiler unit, and used my experience of previously fitting a replacement shock to get it mounted fairly easily. The pic shows it all installed and ready to go.



I have made the basic adjustments but not yet experimented with the settings – it has ride height, preload, compression and rebound adjustments to

play with. So far I have noticed a better control over bad bumps and rough roads, and a greater feeling of precision in turns. The adjusters actually have a noticeable effect just from a single click, unlike the OE unit that needs a half-dozen to feel different.

What next? I have also garnered and refurbished a full replacement front end of VTR1000 Firestorm forks and CBR600RR brakes, plus all the odds to suit like a front mudguard, fender extender and brake lines, plus I'll swap the VFR springs into the VTR legs. The kit is sitting in the garage waiting to go when I have the old CBX750 recommissioned so I can take the VFR off the road. The forks add damper adjustment to the VFR's preload-only adjustment, and the brakes correct a known limitation of the VFR.

I love tinkering, me.

Tell us about yours.

**Steve Middleton**

## FORTH GEAR

Forth Gear in South Queensferry will now advertise your bike for sale on their website (<http://www.forthgear.co.uk/>) almost for free (it will cost you a £5.00 donation to the Royal Hospital for Sick Children, Edinburgh). Colin would prefer any prospective seller to provide a maximum of 3 photographs along with any details, he can be contacted on 0131 331 4442 or [info@forthgear.co.uk](mailto:info@forthgear.co.uk).

**John Moss**

## BIKE TAGGING THREAT REMOVED

19 March 2008 Bike Tagging Threat Removed The British Motorcyclists Federation has welcomed the decision by the Driver and Vehicle Licensing Agency (DVLA) to abandon plans to use electronic chips for motorcycle identification purposes. The plan had been for Electronic Vehicle Identification (EVI) to be used as a means of tackling Vehicle Excise Duty evasion, but as this announcement follows the recent disclosure that the VED evasion figures for motorcycles had been erroneously grossly exaggerated\* by the Department for Transport, the BMF sees the two issues as not unrelated. Further, in the BMF's submission to the DLVA's consultation document last year, the BMF had said that the 'fitting of Electronic Vehicle Identification to motorcycle number plates would be ineffective at addressing any of the issues relating to VED evasion and instead would be akin to 'tagging the law-abiding motorcyclist with an ankle tag.' According to the DVLA's figures, the scheme would have cost around £100 million to recoup £27 million in lost VED revenue, but the BMF had already said that Automatic Number Plate Recognition (ANPR) has proved that a significant number of vehicles of all types use cloned or stolen plates so even this figure could not be guaranteed. In

addition, EVI might be more easily read but an embedded chip could be easily masked or indeed stolen along with the registration plate. This could mean, as now, that the victims of cloning or theft could be the ones held liable for the actions of criminals. Without adequate road policing for 'stop checks', the culprits would remain unidentifiable say the BMF. Commenting Chris Hodder said: "We are pleased that the DVLA has taken note of our comments. EVI is not the solution to VED evasion. We knew it would be expensive to introduce and in any case be largely ineffective in deterring the criminal. All it would have done is 'tag' the honest and law abiding citizen." \*Note: Initial VED evasion figures quoted a 38% evasion rate whereas revised figures proved it to be only 6%.

John Quirk

## BMF GETS NEW BIKER-FRIENDLY SERVICE AREAS

BMF Gets New Biker-Friendly Service Areas Thanks to BMF representations, motorcyclists are set to benefit from the provision of secure motorcycle parking bays and the free use of clothing lockers at motorway and major trunk road service areas. The announcement by the Highways Agency, contained in their 'Policy on Service Areas and Other Roadside Facilities on Motorways and All-Purpose Trunk Roads in England', follows a consultation process last year in which the British Motorcyclists Federation asked for such facilities when service areas were being planned or developed. The policy now adopted fully meets with the BMF's requested facilities, i.e: "Operators should provide dedicated signed parking spaces for motorcyclists, enabling the rider to secure the bike to a sound structure. They should be located close to the amenity block for security reasons. A number of free lockers should be provided for storage of helmets and clothing, so that riders may rest comfortably." The BMF also welcomes a new policy on service area spacing based on median traffic speeds of 30 minutes traveling time between service areas. Commenting, Chris Hodder, the BMF's Government Relations Executive said: "Its good to see the authorities responding the needs of road users and particularly motorcyclists. These new facilities will be a boon to those of us who travel long distances by motorcycle". The 'Policy On Service Areas And Other Roadside Facilities

On Motorways And All-Purpose Trunk Roads In England' can be found at:

<http://www.dft.gov.uk/pgr/roads/network/policy/roadfacilitiespolicy.pdf>

John Quirk

## FIRST BIKE ON SCENE – SAT 15 MARCH

Fifteen SMC members attended an excellent session with trainer Derek McNaught of Spectrum Training to increase the individual and collective First Aid knowledge of the Club. Derek started by impressing us with his experience in managing major First Aid operations (T in the Park, G8 summit) and his interest in bikes, and continued throughout the session to amaze us at the amount of kit he carries in his car. Editor Paul pounced when he saw me taking notes, promising to add his own pictures if I did the words, so here follows a summary of what I recorded.

**FBOS – what to do?** The first priority is your own safety – set up a barrier using the bike at 45° to identify the incident and defend the scene, the injured and yourself. Put on a HiViz vest carried under the seat. Check if a pillion is involved and maybe lying in a ditch or field out of sight. (e.g. are the rear footpegs down?) Check for breathing, then get help, dial 999 or 112 and report condition etc..

**Act positively**, recruit help, don't move casualty unless threatened by fire. Reassure the casualty and talk calmly, avoiding others from predicting bad outcomes. Assume a neck injury until proven otherwise. Treat for shock – a recurring concern in the session – by laying down and raising the legs to keep the brain supplied with blood. A check for hypothermia is that the armpit should feel warm to your thumb. Don't release a casualty trapped for more than 15 minutes, because of toxic shock.

**DoctoRS–ABCD** is a mnemonic for the steps – Danger (protect against further), Response (of the casualty to stimulus), Shout (for help) – Airway (open by lifting chin into the "sniff" position), Breathing (check by listen at face/watch chest and stomach movement), CPR (Cardio-Pulmonary Resuscitation if not breathing), Defibrillator (available in many public places such as shopping centres like the Gyle).

If the casualty is breathing OK the **recovery position** should be used, keeping the neck aligned and rolling onto the injured side (which keeps the good bits working). Before rolling a helmet should be removed and we practised this difficult act, something that paramedics on ambulances are not fully trained to do, apparently. Derek's advice was for trained bikers to control the removal process by getting the ambulance staff to stabilise the neck while the biker removes the helmet – in three stages for a full-face and one for open or flip helmets. He has a personal campaign to promote the benefits of flip-front helmets in an accident scenario, and we all experienced how awkward it is to get into position to hold the head and chin stable while a full-face helmet is removed.

The European Resuscitation Council now recommends that **CPR** be started unless breathing normally, and CPR on a beating heart will not damage it as previously thought. The routine is now

30 chest compression and two puffs of breath, in a 20-second cycle. For a child first give five gentle blows (a “sigh”) and use a single hand for the compressions; for a baby “huff” covering the mouth and nose and use just two fingers for the compressions. The nose is a perfectly good airway instead of the mouth. We practised on Anna, a dummy. Gentle puffing is enough, not a balloon-blowing exercise!



Other topics included **coughing and choking** – if it persists a fizzy drink may dislodge an obstruction, otherwise 5 back slaps between the shoulder blades, and add five abdominal (Heimlich) thrusts if that doesn't work. If three cycles of slaps and thrusts don't work then CPR may blow the bits out.

A worrying statistic is that one in three **heart attacks** suffered on the street go home and die there later, because the attack is not identified as such. Sufferers should sit down to rest, not lie.

Derek showed us a lot of simple equipment we could keep on the bike and we practised using various bandages, including the infamous triangular bandage. He suggested that a good **first aid kit** to carry consists of 2 triangular, 1 sterile and 1 eye bandages, some elastoplast or equivalent, a face shield for hygiene doing mouth-to-mouth, and a Melanin burn dressing which has a plastic surface on one side to prevent it sticking in a wet wound.

We got “freebies” of an emergency blanket, and resuscitation face shield, and were awarded a certificate and laminated card. The certificate is stuck up in my kit cupboard, the card in my tank bag.

So ended a full and fruitful day of interesting instruction and practice given by an excellent and entertaining teacher who kept us interested and involved. Helping Derek reload his car at the end showed that he really did have all the kit on board.

I have since reviewed the first aid kit I carry on the bike to find it includes most of the items recommended plus a few more, but without the triangular bandages. This is the simple **kit sold by Hein Gericke** in a zipped bag about 16 x 12 x 5 cm that fits in the corner of my tank bag, and I have a HiViz vest under the seat.

**Steve Middleton**

## FUTURE RIDEOUTS / EVENTS

On Sunday 20<sup>th</sup> April Steve Middleton is leading a ride to Crieff, meet at Stirling Services at 0915 for a 0930 departure. Email Steve on [Middleton27bha@aol.com](mailto:Middleton27bha@aol.com)

Janet and John are taking May's 'Chip Shop Run' on Thursday 8<sup>th</sup> May, meet at 1845 at the West Port for a 1900 leave. Email John on [john.moss@sun.com](mailto:john.moss@sun.com). Why not pencil in the second Thursday of the month for a run to a chippie?

Arthur has volunteered to organise his '10 Loch' run, with lunch at the Lochgoilhead Hotel. Meet for this run at Stirling Services 0945 for 1000 departure. Arthur can be contacted on [arthur@dreghorn99.freeseve.co.uk](mailto:arthur@dreghorn99.freeseve.co.uk)

On Saturday (Yes Saturday) 17<sup>th</sup> of May, why not test those little grey cells with a Treasure Hunt. We will be meeting for a briefing at 1000 in Dollar (exact location tbc). If you are interested, please email me ([smc@owlresearch.co.uk](mailto:smc@owlresearch.co.uk)) so that I can organise food, etc.

On Sunday 15<sup>th</sup> of June why not come for a jaunt over the Ochil and Campsies? Meeting at Dobies Garden Centre, Stirling at 1015 for a 1030 departure. For further details: [smc@owlresearch.co.uk](mailto:smc@owlresearch.co.uk)

Two weeks later Bob Kibble is offering a trip around East Lothian's coast and hills. Meet at Sainsbury's carpark, Straiton Junction, Edinburgh at 0945 for 1000 leave. Bob can be emailed on [bob.kibble@ed.ac.uk](mailto:bob.kibble@ed.ac.uk)

The weekend of July 12<sup>th</sup>/13<sup>th</sup> is Kelso Bikefest – hope to see you all there.

The week following Kelso on Sunday 20<sup>th</sup> July, Steve MacKinnon is leading a run around the Pitlochry area. Meet at Dobies Garden Centre, Stirling. For more details email Steve - [stephen.mackinnon@tiscali.co.uk](mailto:stephen.mackinnon@tiscali.co.uk)

Fancy a ride to Braemar and Brechin? Steve Middleton ([Middleton27bha@aol.com](mailto:Middleton27bha@aol.com)) is leading this run on Saturday 2<sup>nd</sup> August, meet at Kinross Services at 0915 for a 0930 departure

Janet and John are off to Glenshee on Sunday 17<sup>th</sup> August ([john.moss@sun.com](mailto:john.moss@sun.com)), if you want to go along then meet at Kinross Services at 0915 for 0930 leave.

Our Chairman is taking us across the water on Sunday 7<sup>th</sup> September. Meet at the Ardrossan Ferry Terminal at 0915 for the 0945 sailing to Arran. Email David for more details - [David.Jerome@clydeport.co.uk](mailto:David.Jerome@clydeport.co.uk).

Want a weekend in the Borders? If so then why not join Janet and John on the 27<sup>th</sup> and 28<sup>th</sup> of September – more details to follow.

Judy is offering to take us all on a mystery tour on the 12<sup>th</sup> of October – more details to follow ([judy.broad@btinternet.com](mailto:judy.broad@btinternet.com)).

**Paul Broughton / John Moss**



# Scottish Motorcycle Club



## Membership Renewal Form

Name			Signature	
Second member			Signature	
Address				
Town				
Postcode				
Telephone Number			Date	
Mobile Number				
E-mail Address				
Membership Number				
Motorcycle(s) Owned				
Do you use your bike for?	Commuting <input type="checkbox"/>	Saturday runs <input type="checkbox"/>	Sunday runs <input type="checkbox"/>	
Are you a member of	RoSPA <input type="checkbox"/>	IAM <input type="checkbox"/>	BMF <input type="checkbox"/>	MAG <input type="checkbox"/>
	Other Club (please specify)			
What length of run appeals most?	<150 miles <input type="checkbox"/>	150 – 350 miles <input type="checkbox"/>	>350 miles <input type="checkbox"/>	
Annual mileage			Year of full licence	
In Contact List	Yes			
In Runs List	Yes		Renewal Fee	£15/10

1<sup>st</sup> member = £15

2<sup>nd</sup> member at same address = £10

Please make cheques payable to 'Scottish Motorcycle Club' and send to:

Steve MacKinnon, 21 Parkdyke, Stirling, FK7 9LR