

January 2009



BikeBytes



The Monthly Magazine Of The Scottish Motorcycle Club

WELCOME

Happy New Year everyone and welcome to the January edition of [BikeBytes](#). I hope you had a great Christmas, received all the bike related presents you were hoping for and enjoyed the New Year celebrations.

For everyone but the hardiest of motorcyclists this time of year can be a period of frustrating inactivity but at least we can look forward to the new season and warmer weather. With that in mind, the Events Diary is open and ready to be populated with runs and activities. If you have a run which you think others would enjoy please contact the Events Co-ordinator, John Moss.

Due to the slow down in club activities at this time of year [BikeBytes](#) tends to be slimmer than in spring and summer. If you have an article for the next edition, be it bike related or not, please send it to Editor Paul Broughton.

In March we will be holding the AGM and more details can be found in this issue of [BikeBytes](#).

Steve MacKinnon

2009 RUNS

I'm starting to pull together the calendar of events for our 2009 season. There will be at least one weekend away and several camping trips are being planned.

If you are planning to organise a run, please pick a date and let me have a few details. I'll update the calendar so everyone can get advanced notice.

Check out the website proposal form at <http://www.scottishmotorcycleclub.org.uk/index.php?q=node/20>, email me directly or catch me at the next SMC meeting.

Looking forward to better weather than 2008!!!

John Moss

ANNUAL GENERAL MEETING

The Notices for this year's AGM are being posted out this month. The AGM will be held on **Wednesday, 11th March** in **The Black Bitch Tavern, Westport, Linlithgow** starting at **8pm**.

A form for Nominations, Motions and Proxy voting is included with the Notice. If you wish to make a Nomination, propose a Motion or vote by Proxy, I need to receive your form by Club Night on 11th February.

Nominations for all posts are welcome.

Committee Posts are:

Chairperson

Editor (Paul Broughton will stand for re-election)

Events Co-ordinator (John Moss will stand for re-election)

Meetings Secretary

Membership Secretary (Steve MacKinnon will stand for re-election)

Treasurer

WebMaster

Plus four Committee Members without portfolio

If you need more information or have any questions about any of these posts please contact me at secretary@scottishmotorcycleclub.org.uk or call me on 01786 475948.

Steve MacKinnon

FROSTBIKE

After the excruciating pain of frozen fingers on the last club run of 2008, I decided to invest in electrical heating but discovered that genuine Honda heated grips cost £150. Hypothermia suddenly didn't seem so bad. The next dearest option would have been heated gloves, then heated grips and finally Oxford HotHands wrap-round elements. In a dealership in Glasgow these were priced at £50 so I bought a pair online for £35.

I had debated whether to go for heated grips but chose the HotHands on the grounds that a) I didn't want to destroy the existing grips, b) the Hot Hands appeared to be very easy to fit and c) I expect to change the bike soon and wanted to transfer my purchase to the new steed. This last reason seemed perfectly logical until I realised that I've been buying

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Steve MacKinnon

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six-month tax discs for years using the same argument.

Unfortunately the speedy delivery of the HotHands coincided with the arrival of a particularly severe and debilitating bout of man flu or, as my wife insisted on calling it, a 'light cold'. All the symptoms were present, though - the sore throat, the fevered brow and the overwhelming desire to vegetate in front of the TV and have regular infusions of 10 year old single malt cough mixture delivered by spouse.

The appeal of daytime TV palled after about 20 minutes and I ventured out into my cold and draughty garage to investigate the contents of the HotHands box. There wasn't much to the kit, really. Two small wrap-round 'electric blankets', one for each handlebar grip, a cheap looking switch, some ties and enough cable to rewire a small house.

To route the wires from the handlebars to the battery I needed to remove the tank. In days of yore this would have been a simple operation involving the removal of one bolt and pulling off the fuel hose. On my Honda the fairing has to be eased away from the tank first. This means removing at least four pairs of fasteners (all different), the fuel hose, vacuum hose and a bolt. Then, you lift the tank from the bike and realise you've forgotten to disconnect the cable for the fuel gauge. After all that, fitting the HotHands was very quickly accomplished. I wrapped the 'blankets' tightly round the grips making sure that there was enough slack cable to allow free movement of the twistgrip, cable tied the switch to the centre of the handlebars and connected the +ve and -ve wires directly to the battery. I should have done the job properly and wired them into a line that only becomes live when the ignition is switched on. This laziness will almost certainly see me stranded with a flat battery, early next season. Then it was simply a case of 'losing' the vast amount of spare cable. The switch is a simple on/off item – there is no temperature control though this is included with the slightly more expensive Oxford HotGrips.

At this point I should report on how the HotHands performed on a road test but unfortunately the wintry conditions in Stirling have precluded venturing out on two wheels. Since there is no temperature control built in, I have it on good authority that it's just a case of riding along, with the HotHands increasing in temperature, until your gloves start to smoulder which is the cue to switch them off for a while...

Steve MacKinnon

BIKEBYTES AND THE FUTURE

Last year the Scottish Motorcycle Club launched its new website and the updated site allows members to post news items, etc. This function raises the question of the future of [BikeBytes](#) as it may only be a duplication of effort and repeat what is on the website.

Therefore I feel a debate is needed to decide what format [BikeBytes](#) should have. I believe that there are three options:

1. Continue with [BikeBytes](#) as it is
2. Do a version of [BikeBytes](#) that is a summary of what has been posted on the website in the last month
3. Discontinue [BikeBytes](#).

I think that the future of [BikeBytes](#) lies somewhere between option 1 and option 2, moving more towards option 2 as we all become more competent with the new website.

No doubt you all have your views, please feel free to forward them to me, or any other committee member.

Paul Broughton

SOME POSTERS



Paul Broughton