
The Monthly Magazine Of The Scottish Motorcycle Club

WELCOME

Welcome to the October edition of **BikeBytes**. Since the last edition we have signed up two new members, **Stewart Stephen** from Bathgate who rides a Kawasaki ER6F and **Gavin Paton** from Lanark who joined us recently on a ride out on his Kawasaki KLE500. A very warm welcome to you both and we hope you enjoy your membership of the SMC.

Although it seems to me that the season has rushed by, we have crammed a lot into those precious few months with an event or ride out almost every weekend. It has certainly been the best season I've had with the club and John Moss is already populating the calendar for 2010. There are lots of blank spaces in there, though, so if you have a suggestion for a run, please contact John or anyone on the committee. Don't feel you would be expected to lead a run (unless you want to); even a rough idea for a ride-out route, or place of interest to visit, would be great.

Coming up in October:

Wednesday 14th October: Club Night. Black Bitch, Linlithgow 8pm.

We don't have any more planned runs for 2009 in the calendar but if the autumn weather is kind there may be ride outs announced at short notice so please keep an eye on the website at www.scottishmotorcycleclub.org.uk for all the latest news, run reports, photos etc.

Steve MacKinnon

EDITORIAL

Getting a bit colder on the bike now that our 'Indian Summer' is over, isn't it? All the linings are back in the riding gear and the warm stuff looked out to wear underneath. I like to keep riding all year round and you sometimes get some great autumn days for a short run.....watching out for the leaves of course!

It's important to protect your bike from the road salt though. The metal that bikes are made of seems to be much more prone to corrosion than other vehicles! In the past, I've used Scottoiler 365 very successfully to keep off the rust...though the smoking as the excess burns off the engine casing shortly after starting can be interesting.

This year, we've been given the chance to get our bikes professionally coated with ACF-50, which is a corrosion protective spray, used by the aircraft industry and lasts all year. We've got enough bikes together to allow a company to come along, clean the machines thoroughly and then apply the ACF-50 using an industrial spray gun. This should save a fair amount of hassle during the winter and keep our precious metal lasting longer.

The company that do the treatment is 'All Year Biker .co.uk' and you can check out their details at:

www.allyearbiker.co.uk

We have a number of bikes due to be treated early in November and we'll let you know how it goes in case you want yours done and we can arrange another visit.

Anyway, not quite so full an edition this month, so, let's be having you for November! We do have a crossword competition this month though....see the last page.

Ken Glendinning

DIARY OF A BIKE CHANGE

Early August My son-in-law Paul (GSXR1000K8) asked if I knew of a VFR for sale since his pal Iain was interested in getting back into biking. I suggested a 2000 VFR800FiY being sold by a fellow Observer in the IAM Edinburgh group (EDAM) since I could confidently say it would be pristine thanks to the care and attention of Martyn, who had moved on to a Blackbird. Iain didn't make a move and the bike was forgotten.

Contact the Scottish Motorcycle Club via the Membership Secretary:

Steve MacKinnon

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Sunday 6th September On the Grand Tour I managed to drop my carefully developed red 1994 VFR750FR and bend it. The RAC organised Rescue to get us home. There's comment and pix in the Run Report and Gallery on the Club website. I anticipated bad news and replaced the fancy aftermarket rear shock and exhaust can with the originals.

Wed 9th Sept. Insurance assessor he say "No" – it's a write-off. He's complimentary about the condition of the bike. I start pricing replacements on eBay and elsewhere, and taking off minor items like the Optimate lead and Scottolier.

Friday 11th Sept. The insurers made a reasonable offer, but I've read consistent advice to always negotiate, so spent the weekend identifying comparable bikes on Autotrader and factoring in the value of the stainless exhaust system to propose a higher value in a letter with full evidence – isn't word processing great at integrating images and text from several sources?

Friday 18th Sept. Phone call from insurers with a higher offer than I managed to negotiate up further to a very fair settlement.

During this time I had considered its replacement. Since the VFR750 suited me admirably and I had developed a lot of maintenance experience (and connections on the VFR Club website) another seemed sensible. However the newest 750 would now be 12 years old and there was none available from any trusted source in the VFR Club or from other contacts so a newer 800 model was sensible (and now affordable) from the 1998-2001 model years – I did not want a VTEC version – and the initial 800Fi came in two subtly different versions with the 2000 and '01 models having several bonus features I preferred. So, what was out there that matched? – Yes – Martyn's one. OK it's not a preferred red 'un but everything else was on the button. An afternoon visit, long chat, quick test ride (loose steering stem bearings restricted the ride – a dealer servicing fault) and my offer was accepted

The bike had been prepared by Saltire Suzuki for sale via their shop so was up to Suzuki's retail standards (except that mis-adjustment of the headstock on the new bearings!) and came with all the paperwork you could want, a Givi Wingrack fitting kit, unused rear seat cowl and a pristine shine. Yessss.

Sunday 20th Sept. After organising payment on Saturday I collected the bike and had it in my garage before:

Monday 21st Sept. - the 750 was collected and:

Tuesday 22nd Sept. – the insurance cheque paid in. So within 17 days of the incident all was done and dusted.

First job – reading the handbook – nothing much different there except the workings of the HISS system. This Honda Ignition Security System needs the correct chipped key in the ignition switch or the game's off. A lost set of keys requires replacement of the whole ignition system and ECU at £1,000 or so, and I knew of the financial pain and inconvenience from reading about numpties who only had one key, and then lost it. Two keys, Martyn? Check.

Second job – learning how the alarm and immobiliser system worked. The Datatool unit is additional to the HISS and an unknown quantity to me, so differentiating the Standard, Ferry and Service settings took a while, plus checking the other details of spare fuse and PIN over-ride all took time. The alarm controller sure adds to the bulk of the keys too. I'm starting to recognise the different beeps, chirrups, LED and indicator flashes. Two controllers? Check.

Wed 23 Sept. The bike is metallic green, and can look a bit dark without sunlight, so I set about applying my trademark dayglo orange stripes on the wheels and adjust the headstock bearings, and took a record photo in the sun.

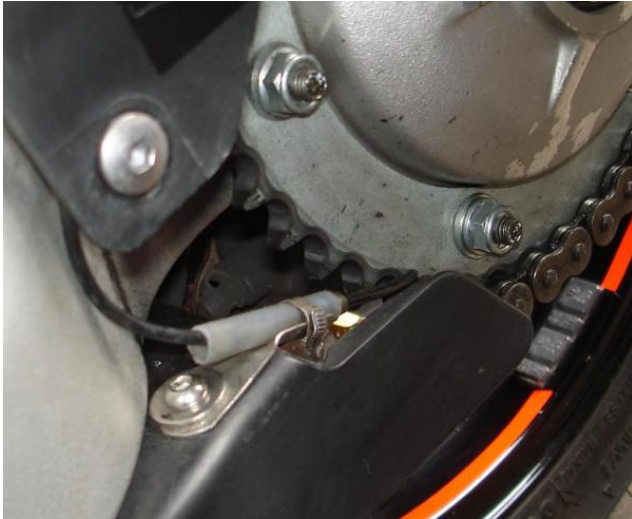


Sunday 27th Sept. After a comprehensive wash – to get rid of the storage dust rather than any dirt, and to find my way around the bike details – I set about adding my extras.

Monday 28th Sept. Oxford HotGrips were ordered and arrived Tuesday.

Wednesday 30th Sept. Into Service mode so it didn't shout at me when the battery was disconnected then fitted the Optimate charging pigtail to exit the vent on the RHS. Also the power wires for the heated grips, leading around the RHS of the engine. Fettleing the right grip to size was a pain and I ended up taking off the extension on the grip's outer end, bell-ending the opening to clear the bar-end weight and milling off a ridge on the throttle tube to get the clearance required. The alignment of the grip outlets and routing of the wires around the 'bars were copied from the 750. The controller went on as designed to the clutch lever mounting bolts and I tucked all the spare wiring and connectors under the front of the tank.

While the fuel tank was raised I fitted the T piece into the vacuum hose for #3 cylinder to go to the Scottolier positioned to the right of the battery. The oil delivery tube I managed to install neatly alongside the rear brake hoses and thru' the chainguard down to the outlet mounted on the "air guide" above the lower chain in front of the sprocket. Even though I say so myself, this is about the neatest install of a Scottolier on a VFR I have ever seen – I'm dead chuffed with myself. Mind you, I had to take off and modify the air guide thingie to make the outlet fit and align properly.



What's next? Well, I managed to salvage from the 750 its fancy Penske rear shock unit and Remus exhaust can, but they will need adjusting to fit.

I also want to do something about the "Dumbo's Ears" – the huge front indicators that kinda grab the eye. Some owners have replaced the units with filled-in fairings and smaller lights, but I'm not going that far. I've seen a picture of a mod where the rear half of the yellow plastic is painted to match the bodywork, and I've found a spray paint that is a reasonable match, so experiments will follow.

Steve Middleton

Edinburgh Bike in Bus Lanes Run

Thanks to all the club members who came along to the Edinburgh Bikes in Bus Lanes run on the 19th of September. We had well over 100 riders attend the event on what was a busy weekend for other bike events and also a drizzly Saturday morning west of town.

The pace was quite slow as the police motorcycle section tried to keep us all together and a lot of Edinburgh residents and tourists applauded us as we ran through the city centre to our rally point at Holyrood Park.



Friday 2nd October I wanted to move the alarm LED from inside the rear light to a more readily seen position up front, but found the wire from the alarm unit to the LED to be fully integrated in the loom somehow, so that got left. Maybe I can find out how to do that from talking to others with the same alarm on the Internet.

Sat 23rd Oct. I had given the bodywork a full polish with AutoGlym already, but on Saturday 3rd I added another coat and topped it all off with their Extra Gloss Protection in readiness for the Trossachs Taster run on Sunday. As I stood back to admire my handiwork at 5:05 pm a wee silver sparkle caught my eye – wazat? In the middle of the rear tyre a nail head was shining menacingly. In an almost new tyre. Naughty words were uttered, and I made a couple of forlorn phone calls before reserving Monday morning for the fix and then digging out my "Old Faithful" CBX750 for the run.

Monday 5th Oct. At least the puncture was repairable and I took the opportunity to have a right-angle valve fitted to the rim. This has been sitting awaiting a tyre change since the Ingliston show back in March. The front will have to wait – that is a brand new tyre so will be a while before it is changed.

The idea is to raise the profile and get as many people in contact with their councillors, or the transport committee members before the November meeting to lobby for our cause.

If you commute into Edinburgh, please contact some of the councillors on the Transport Committee and tell them that they should vote for a trial period at least. If you want a list of councillors and their email addresses, email me and I'll pass them on.

We've had some very positive responses from a number of the committee members so far, so please let them know your views....you never know, they may listen!

Ken Glendinning

Run Reports

The website is being regularly updated with run reports and photographs, so why don't you log-on and read some of the reviews at:

www.scottishmotorcycleclub.org.uk

Articles for BikeBytes

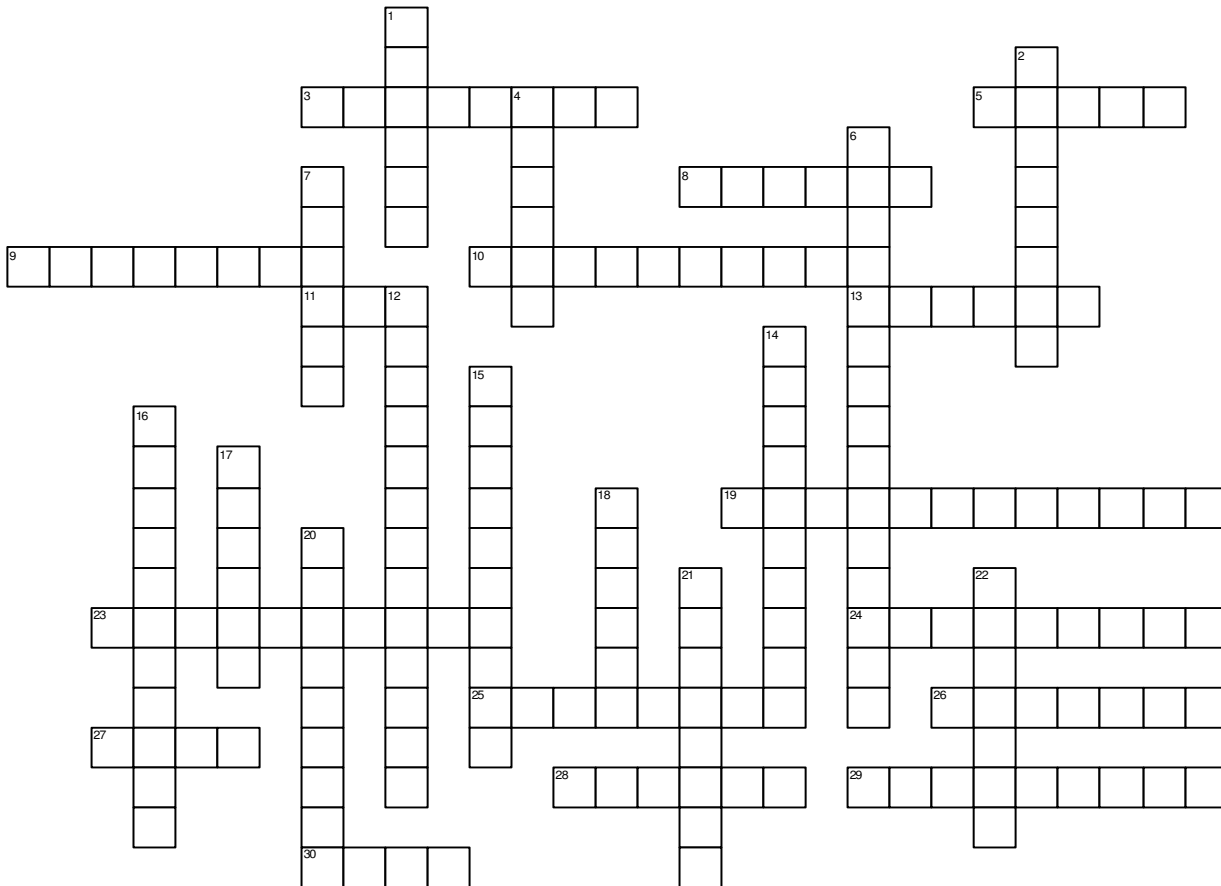
Send any articles, pictures, funny stories or anything vaguely motorcycle related to:

bikebytes@scottishmotorcycleclub.org.uk

If you pay your insurance company for 'breakdown Cover'...you'd better check what that actually includes!!



Club Crossword



Constructed using Crossword Weaver

ACROSS

- 3 Birmingham Small Arms (4,4)
- 5 Lot's of links on your bike (5)
- 8 Scottish Superbike rider (6)
- 9 Became harder (dangerous?) this year (4,4)
- 10 Not a GP track any more (10)
- 11 Join to keep riding (3)
- 13 Triumph's best engine (6)
- 19 BMF Show is here (12)
- 23 2 better than 4 (10)
- 24 No speed limit over the mountain (4,2,3)
- 25 Millions need to reach these (4,4)
- 26 Type of visor insert (7)
- 27 Stops embarrassing falls on grass (4)
- 28 Vale's favourite bike (6)
- 29 SMC News (9)
- 30 Fill this to keep riding (4)

DOWN

- 1 Only safety item you **NEED** to wear (6)
- 2 Twist this for more fun (8)
- 4 Luggage carrier (3,3)
- 6 It's opposite to what you might think (7,8)
- 7 DC Thompson commission a Harley (3,3)
- 12 No more carbs (4,9)
- 14 Usually one on the rear and two on the front (5,5)
- 15 Our Founder's Handle (3,4,3)
- 16 Scottish Racetrack (4,7)
- 17 Ayrshire Rubber (6)
- 18 Sounds cozy but also keeps the rear clean (6)
- 20 No need for one of these now adays (4,5)
- 21 British GP Rider (8)
- 22 Triumphs were made here (7)

Completed entries should be sent to the **BikeBytes** editor at the address below by the end of October. The winning entry will be picked out at the November club night and a prize of £10 will be awarded!!

Name:.....

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