

The Monthly Magazine Of The Scottish Motorcycle Club

WELCOME

The nights are 'fair drawing in' and as I type this on 1st November, heavy rain is rattling off the windows and causing localised flooding in Stirling. Not great biking weather so I hope you can sit back, relax and enjoy this edition of BikeBytes in comfort.

I'd like extend a warm welcome to our newest member **Willie Thow**. Willie lives in Livingston, rides a very nice Triumph Bonneville and brings the club membership total to 67.

I've been away for a few weeks so I'm a little out of touch with what's being going on but I see from the website that there were some interesting October runs organised by Steve Middleton. Lets hope November allows a few more ride outs.

Next club night is on **Wednesday 11th November** at the Black Bitch, Linlithgow. 8pm.

Please keep an eye on the website at www.scottishmotorcycleclub.org.uk for all the latest news, run reports, photos etc.

Steve MacKinnon

Chairman's Bit



Having failed now to make the "print" deadline for the last three months I thought I'd better get something in BikeBytes.

I'm now on "SORN" for the winter, and no doubt some of you will be doing likewise. Those of you who do venture out over the winter, I hope it stay's mild for you.

It's been quite a season though, and events co-ordinator, John Moss tells me we've had 35 club ride-outs this year. My mileage for the season was 6,493. The most that I've done in a year since returning to

bikes in March 2000. It would be difficult for me to reflect on the highspots of the season, as every run that I attended was extremely enjoyable, both in terms of the splendid company that you club folk are, the fantastic scenery that we are blessed with in Scotland, and the (by in large) great roads that we have at our disposal. The Applecross weekend is quite special though, and was very well attended this year. Here's hoping we can include it again in next year's programme.

While the ride-outs will dry up substantially over the off season, don't forget the club nights will continue. Second Wednesday of the month at the Black Bitch, Linlithgow. Also, heading toward the festive season, Janet Moss is organising a panto trip to the Festival Theatre in Edinburgh. Into the new year, in February it will be the SMC's tenth anniversary, and we plan to organise something to mark that occasion, and you will be hearing more on this soon. Ten years of SMC will remain a recurring theme over next year's season.

Speaking of which, the calendar for next year is starting to be populated, and you should take a look at what is programmed thus far. Log onto the website and go to <http://www.scottishmotorcycleclub.org.uk/smc/calendar.php>

There will be more to go in, I'm sure, but we are ever conscious that 2009 is going to be difficult act to follow. But try we will. At time of writing, there looks to be three weekend trips in the offing for next year. That will increase to four, if Applecross happens again, and I suppose five if you count the BMF event at Kelso. Lots more half-day runs are planned, as they seemed to become popular once we started them, and the chip shop theme runs will continue.

Over and above the club runs, Fiona and I are planning to go on a holiday trip on the bike to France in May, and I will soon be getting into planning that. I've also been persuaded by work colleagues in our offices up and down the country to organise a company "meet" somewhere central for all in Englandshire. So that'll need some thought and planning.

Contact the Scottish Motorcycle Club via the Membership Secretary:

Steve MacKinnon

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In preparation for all that, my bike has been getting some attention, particularly a clutch change, as it was slipping quite severely by the time I got back from our last ride out, and members were complaining of the smell! At time of writing, the job is pretty much done, and the bike back together, just awaiting the tank, seat and fairings to go back on, which I'm in no great rush to do, as there is great access for the annual service (mostly done now), and lots of cleaning. Quite a satisfying job actually, in the sense that I'm satisfied at saving a fortune doing it myself!! I put some pictures of the job in progress in the club gallery, if that interests you.

As ever my Monday to Friday work schedule is hectic, so my club night attendance may be sporadic, but I hope to see you there when I can make it.

Ken Eddie

Shiver!

While my Pan was in for it's 40K service at Jim Allan's, I was given an Aprilia Shiver as a loaner. This is a 750cc V-Twin naked bike.



As it was raining when I picked it up, the kind chappie at Jim Allan's put it in 'Rain' mode. There are three modes available, Rain, Touring and Sport.

Unfortunately, there was a problem with my Pan, but this did mean that I kept the Shiver for the whole day. I took it out for a blast about tea time when it had dried up. I put it in Sport mode first. Wow! What a beast. So responsive to the throttle, a little too responsive if anything.

Switching between modes is simple and can be done on the move (its a ride by wire control). I switched to Touring mode and this made a big difference. Less responsive to the throttle, but much smoother in low gears, so I'd choose this if I were riding this machine more often. Rain mode makes it run like a dog, but it's worth having, as that much torque in slippery conditions would be scary!



It's amazing that the electronics in the engine management system can make this feel like three completely different bikes. With this being a naked bike, it does put considerable strain on your arms and neck when riding at any reasonable speed, but it really is a fun bike.



If money were no object, I'd have one just for the fun of it. I'm just glad that Jim Allan's had my Pan ready on Saturday, as I didn't fancy using the Shiver for the 300+ mile run to Fort Augustus on Sunday!

John Moss

EDITORIAL

Leafing through what is rapidly becoming my favourite motorcycling magazine, The Rider's Digest (www.theridersdigest.co.uk), last month, I found myself agreeing very strongly with one contributor who was advocating a merger (or a 're-coming together') between the UK's main motorcycling lobbying groups, the BMF and MAG.

Now, I'm not intimately aware of the history between the original members of MAG and the past members of the BMF, but I can see how important it is these days that we show a united front in face of the UK and European legislators.

Like most people, I'm convinced that no government would possibly contemplate 'banning' motorcycling,

but I do think that we stand a good chance of being 'legislated' out of existence over the next decade.

The changes to the European Driving Directive legislation and the UK government's interpretation of Brussels 'good intentions', combined with the 'Zero Casualty' policies being suggested by some countries are likely to make getting a licence much more difficult and expensive in future. Let's face it, none of us need our bikes...it's a hobby, we ride for the fun of it, so no government is going to lose sleep if we all just get too old to ride and there are no young people interested enough to overcome the rising hurdles.

While lobbying Edinburgh City Council over the bikes in bus lanes issue (the meeting's this month, keep up the emails to the councillors!), I've been working with the Edinburgh MAG guys and I think that it's definitely the way forward if we want to fight for the rights of our sons, daughters and other young riders.

A weekly newspaper isn't going to do it!

I know that the BMF hasn't had great publicity in recent years, but all the of the BMF (and MAG) volunteers are committed to helping their fellow riders in any way possible and give considerable amounts of time and energy for the simple reason of that 'biking brotherhood'. I've heard a few people starting to suggest that it's time now for us all to get together and look to the future....let's hope for the best.

If you're not a member of a rider's rights group...why not?

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

No competition this month, maybe something slightly more cryptic for December's edition. Though, we need more entries, I've only had one crossword returned so far...looks like it's a one horse race!

No funny picture this month, but here's a short piece sent in by Judy, that'll get a wry smile from the men out there and a giggle from the ladies!...I make no further comment!

Oil Change instructions for Women:

- 1) Drive into Ultra Tune when the odometer reaches 10,000 kilometres since the last oil change.
- 2) Drink a cup of coffee, read free paper.
- 3) 15 minutes later, write a cheque and leave with a properly maintained vehicle.

Money spent:

Oil Change: \$40.00
Coffee: \$2.00
Total: \$42.00

Oil Change instructions for Men:

- 1) Wait until Saturday, drive to auto parts store and buy a case of oil, filter, kitty litter, hand cleaner and a scented tree, write a cheque for \$50.00.
- 2) Stop by the Bottle Shop and buy a slab of beer, write a cheque for \$40, drive home.
- 3) Open a beer and drink it.
- 4) Jack car up. Spend 30 minutes looking for jack stands.
- 5) Find jack stands under caravan.
- 6) In frustration, open another beer and drink it.
- 7) Place drain pan under engine.
- 8) Look for 9/16 box end wrench.
- 9) Give up and use crescent wrench.
- 10) Unscrew drain plug.
- 11) Drop drain plug in pan of hot oil: splash hot oil on you in process. Curse and swear.
- 12) Crawl out from under car to wipe hot oil off face and arms. Throw kitty litter on spilled oil.
- 13) Have another beer while watching oil drain.
- 14) Spend 30 minutes looking for oil filter wrench.
- 15) Give up; crawl under car and hammer a screwdriver through oil filter and twist off.
- 16) Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly, hide old oil filter among rubbish in wheely bin to avoid environmental penalties. Drink a beer.
- 17) Install new oil filter making sure to apply a thin coat of oil to gasket surface.
- 18) Dump first litre of fresh oil into engine.
- 19) Remember drain plug from step 11.
- 20) Hurry to find drain plug in drain pan.
- 21) Drink beer.
- 22) Discover that first litre of fresh oil is now on the floor. Throw kitty litter on oil spill.
- 23) Get drain plug back in with only a minor spill. Drink beer.
- 24) Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid crescent wrench tightening drain plug and bang knuckles on frame removing any excess skin between knuckles and frame.

- 25) Begin swearing fit.
 - 26) Throw stupid crescent wrench.
 - 27) Swear for additional 5 minutes because wrench hit bowling trophy.
 - 28) Beer.
 - 29) Cleanup hands and bandage as required to stop blood flow.
 - 30) Beer.
 - 31) Dump in five fresh litres of oil.
 - 32) Beer.
 - 33) Lower car from jack stands.
 - 34) Move car back to apply more kitty litter to fresh oil spilled during any missed steps.
 - 35) Beer.
 - 36) Test drive car.
 - 37) Get pulled over: arrested for driving under the influence.
 - 38) Car is impounded.
 - 39) Call loving wife, make bail.
 - 40) 12 hours later, get car from impound yard.
- Money spent:
 Parts: \$50.00
 DUI: \$2400.00
 Impound fee: \$75.00
 Bail: \$1500.00
 Beer: \$40.00
 Total: \$4,085.00

But you know the job was done right!

“Just popping down to the shops for some milk dear!”



Oh...OK then!

I really like this policeman's sense of style!

