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### The Monthly Magazine Of The Scottish Motorcycle Club

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#### Welcome

Autumn is definitely upon us now and, sadly, most of the season's runs are behind us. This didn't deter intrepid Steve Middleton from arranging an impromptu run to the Borders recently. By all accounts it was a fairly cool and damp ride, so the coffee stops would have been even more welcome than usual. If we are blessed with periods of mild and dry weather there may be other short-notice runs, so please keep an eye on the website for info.

October was the only month, this club year, in which we didn't sign up at least one new member, but we are back on track for November thanks to **Alan Ewen** from Stirling who owns a Suzuki Bandit 1250SA and brings our current membership to 72. Welcome Alan, and I hope it's not too long before you can join us on a club run.

Talking of runs, it's never too early to start planning for next year so, if you have any suggestions for runs or other events for 2012, please email [events@scottishmotorcycleclub.org.uk](mailto:events@scottishmotorcycleclub.org.uk).

Coming up:

**Wednesday 9<sup>th</sup> November** – Club night. Black Bitch Tavern, West Port, Linlithgow. 8pm. Ken Eddie is organising a slide show of photos from the events of 2011. If you have a small collection of photos you'd like to share, please bring them along on some suitable media (memory stick, CD, DVD etc) and hopefully we'll be able to show them.

Please keep up to date by checking out the website: [www.scottishmotorcycleclub.org.uk](http://www.scottishmotorcycleclub.org.uk)

**Steve MacKinnon**  
[secretary@scottishmotorcycleclub.org.uk](mailto:secretary@scottishmotorcycleclub.org.uk)

#### Editorial

Well guys, a bumper issue this month. Many thanks to Alasdair Wood for the following, very well worked, article on replacing the rear brake disk on his

VFR800. Even if you don't have a VFR, I'm sure that a lot of the Alasdair's information will apply to your bike too....many thanks Alasdair and we look forward to hearing about any more work that you've been doing.

There's also an article from Janet about a recent run that she did with John through the Borders into Cumbria....lovely roads (of course!) and some ideas for interesting stops.

We also have the first instalment of a travel article on Peru, by our own 'Attenborough', Judy Broad. She sent me a couple of funny photos for **BikeBytes** and I managed to persuade her to pen a short article on her travels....more next month!

A wee treat at the end, as Arthur reproduces one of the early **BikeBytes** crosswords to you scratching your head.

I've been playing with a little 'Action Cam', basic video camera on the bike this past month. I had a short run down to Berwickshire and managed to capture most of the run, before the battery went flat. The quality isn't bad, considering it's only an SD device (and only cost £29!) and it doesn't seem to suffer from too much vibration distortion. I have it mounted on the right-hand crash bar, so you have a small part of the front wheel to give an aspect for the shot. I'm still fiddling with the video, but once I get a decent compilation, I'll put it up on YouTube and provide a link to it so that you can see what the quality is like. My close encounter with a pheasant looks more spectacular than it actually was.

As most of you will know, I'm a keen motorcycle racing fan (along with my wife Carole) and last month, we were devastated by the death of the Italian MotoGP rider, Marco Simoncelli at the Malaysian GP in Sepang.

Marco was a thrilling rider to watch and he never gave less than 100%. We had him down as a future champion in a year or two. He crashed a lot, but so did all the top riders when they started...riding on the edge is what it's all about. Despite these repeated crashes, he just shrugged his shoulders and dusted himself down and got on with the job. He seemed to

Contact the Scottish Motorcycle Club via the Membership Secretary:

Steve MacKinnon

Tel: 01786 475948 07802 200964 E-mail: [Stephen.mackinnon@tiscali.co.uk](mailto:Stephen.mackinnon@tiscali.co.uk)

have a great sense of humour and made a lot of friends on the grid and a growing legion of fans around the world.

Marco was killed when he lost the front near the start of the race and, instead of just washing-out and heading towards the outside of the corner, the tyre gripped and his Gresini Honda threw Marco in front of best friend Valentino Rossi, and Colin Edwards who was also injured in the crash.



We haven't watched the Sepang races yet, just can't seem to get any enthusiasm to watch the other classes. We'd watched the Rugby World Cup-Final, and were just about to play the recorded GP race, when we heard the tragic news.

This weekend's last MotoGP meeting of the season at Valencia promises to be an emotional event.

Marco was a breath of fresh air and with his gangly frame and daft hair, he stood out as a real character and was destined for great things. Ciao Marco!

#### Ken Glendinning

[bikebytes@scottishmotorcycleclub.org.uk](mailto:bikebytes@scottishmotorcycleclub.org.uk)

### Rear Brake Disc Replacement '02 Honda VFR800 Vtec (non-ABS)

This guide is to assist those who feel competent enough to undertake the replacement of the rear brake disc in their own time. This guide is a representation of my own experiences and bears no reflection on any work carried out by an official Honda dealership. I have referenced both the Honda Service Manual and the Haynes Manual while carrying out this work.

The rear brake disc itself is attached to the inside of the rear wheel mount and to replace the rear brake disc involves having to remove the complete axle assembly from the swing-arm. This means having to remove the flange assembly and associated washers, the brake calliper, chain guide(s) etc.

#### Tools Required

1. 46mm Socket
2. Long arm breaker bar
3. Torque Wrench
4. Hammer
5. Screwdrivers
6. Socket Set
7. Wood – suitable length and size
8. Storage Tubs
9. Cloths / Rags / Paper Towel
10. Paraffin or suitable substitute for cleaning the grime
11. Grease
12. Thread Locking Compound
13. A tray of suitable size placed underneath to catch debris / dirt / cleaning liquid etc

#### Parts Required

1. Rear Brake Disc
2. Rear Brake Pads
3. Calliper Mounting Bolts

#### Step 1

With the bike firmly on its centre stand remove the rear wheel and safely store the wheel nuts. I screwed them back onto the wheel bolts for safe keeping.



**Figure 1: Rear Wheel Removed**

I noticed that the whole area was covered in dirt / grime / crap basically so it had been recommended to me to obtain Paraffin or suitable substitute to assist in cleaning the area prior to dismantling the assembly. I've now gone from having a dirty black swing-arm to a nice looking shining silver swing-arm.

**Step 2**

Remove the centre cap using a flat blade screwdriver and unstake the axle nut, again using a suitable screwdriver or chisel. Doing so will allow the axle nut to be turned.



**Figure 2: Axle Nut Unstaked**

Removing the axle nut requires a bit of brute force; it is after all torqued to 201nm. It is suggested that the rear brake be applied whilst loosening the bolt but I found this inadequate as even with my wife pressing down with all her weight, I could still spin the axle. Putting the bike in gear did not have the desired effect either. In the end I had to use a suitable length and size of wood placed between the wheel bolts to brace the axle as I applied pressure on the axle nut.



**Figure 3: 46mm Socket and Breaker Bar**

**Step 3**

With the axle nut removed, carefully remove the cone washer and the collar. Note the way the cone washer faces on the axle, I found it to be shaped inwards towards the swing-arm. Place these components in a storage tub and keep safe.



**Figure 4: Extract the Hub**

Remove the lower chain guide and loosen off the top chain guide by removing the lower bolt as pictured. It is recommended that the entire top chain guard be removed but I found this unnecessary. Loosen the pinch bolt, adjust the tension on the chain as necessary and lift the chain off the sprocket. With any means necessary (I found the crowbar I had rather handy) remove the flange assembly from the axle, which then led to my first dilemma.

As I removed the flange assembly the inside of it remained on the axle and my initial thought was, oh bu\*\*er!! Whether it's meant to do that I don't know but once I removed the remaining piece the two parts fitted back together again without issue.



**Figure 5: Flange Assembly – Internal**



**Figure 6: Flange Assembly - External**

This of course may not happen to you.

#### **Step 4**

With the flange assembly removed I loosened off the calliper mounting bolts for the rear calliper and removed them for safe storage. I used a bungee cord to hold the calliper so as not to cause unnecessary stress on the brake lines. With a short block of wood placed between the hammer and the axle, tap the wood and the axle should slide through the bearing holder with ease.



**Figure 7: Remove the Axle**

With the axle out I took the opportunity to clean the area and check the bearing, all seemed fine.



**Figure 8: Axle Removed, Check Bearing and Clean Area**

#### **Step 5**

This is where I have let the side down and forgot to take an actual photograph of the axle and brake disc assembly, silly me!! There are four bolts used to secure the brake disc to the mount on the axle. A 10mm socket was needed to hold the bolts in place while I used a 14mm spanner to turn the nuts, again a little bit of brute force was needed to initially undo the nut.



**Figure 9: New Brake Disc Fitted**



**Figure 10: Another View**

In the pictures above you can see the bolts recessed into the mount. These are the bolts that need held in place while using a spanner to undo the nut on the other side. Install the new brake disc with the rotation mark facing out; torque the nuts to the specified 34nm. While the axle was removed I also cleaned it up and greased the axle as necessary.

#### **Step 6**

With the new brake disc fitted and the axle cleaned and greased slide the axle back through the bearing holder taking care as you do. If necessary use a block of wood and tap this with a hammer against the axle to firmly seat the axle back in place. Clean and grease the collar and cone washer and place them back on the axle. Screw the axle nut back on and tighten this to the specified torque of 201nm. Once done stake the axle nut back onto the axle itself and refit the centre cap.



**Figure 11: Assembly Refitted and Secured**

Mount the chain and chain guards and retention the chain as required, tighten the pinch bolt to the specified torque of 74nm. I also took the opportunity to clean the flange assembly, sprocket, chain and

surroundings as you can see in the picture above. I feel it gives a fresh look too.

#### **Step 7**

Refit the calliper ensuring new brake pads are used. I've chosen to give the calliper a good clean prior to refitting and apply a little lubrication where necessary. It is recommended that the mounting bolts be replaced; tighten the calliper mounting bolts to the specified torque of 31nm.

Refit the rear wheel, tightening the wheel nuts to the specified torque of 108nm.

**Alasdair Wood**

### **The Moss' Long Border Fling 30/10/11**

John and I weren't able to go on Steve's Short Border Fling ride out on the Saturday (decorating duties in Glasgow). So on the Sunday and with a dry weather forecast we decided to try out his Long Border Fling route by ourselves.

The clock change enabled us to make an early start so we left Linlithgow at 8.45am and went through to the Edinburgh bypass and onto the A68 at the new junction near Dalkeith. We stopped for a leg stretch in Jedburgh and then carried onto Carter Bar, where the plan was to have a cuppa at the mobile van.



Unfortunately there was low cloud and drizzle, not to mention a bit gusty, so we carried on further down the A68 to a nice cafe called Camien for a break. We followed the A68, then turned off for Hadrian's Wall.



After about 20 miles of straight road and a couple of stops for photos, both on the wall and at Housesteads Roman Fort,



After a leg stretch just outside Peebles, we carried on until we hit the A721 at Blyth Bridge and then it was back up through Wilsontown, Longridge, Whitburn and home to Linlithgow.



....it was a slight detour from Steve's route at Brampton to our lunch stop at Carlisle airport.

It took us 7 hours and was about 260 miles door to door. You would probably have to add on another hour for a group ride but this is definitely one for the calendar next year.

**Janet Moss**

### Exploring Peru

We spent 2 1/2 weeks in Peru in September with a Naturetrek group; the trip title was "Macaws and Machu Picchu", so it was an interesting mix. There were only 9 in the group, of whom 6 were going to walk the Inca Trail over 5 days - of the 3 of us who weren't doing the trail, one had a medical reason, and Roger and I had booked too late to get on it (phew!)



After a delicious cumberland sausage and egg roll (£2.90!), we headed up the A7 to Longtown for a petrol stop and then onwards back up north.

The A7 is a super road and with hardly any traffic about, we had a great run up to Galashiels and then onto the A72.



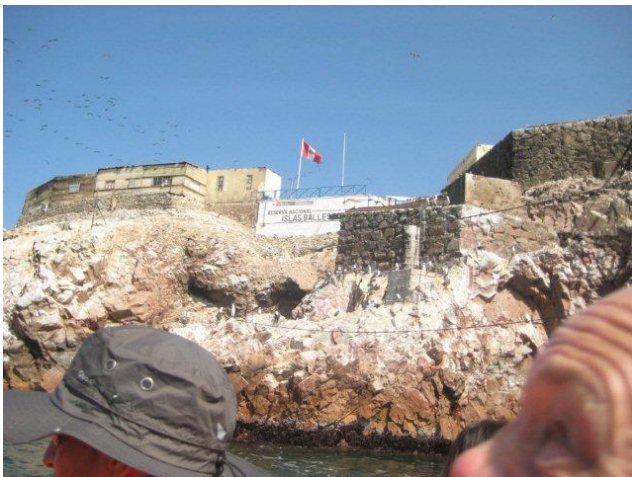
The first couple of days were spent down the coast from Lima, the capital. A day's drive was far enough to get out of the almost permanent gloomy cloud cover which blankets Lima for most of the year and into hot sunshine, but the surprise for us was the desert which stretches from the coast inland towards

the Andes, which you see looming in the distance wherever you are.

There were shanty towns built into the side of what looked like sand dunes hundreds of feet high, really bleak with hardly a plant or a bit of green except in small patches where a stream might be coming down.

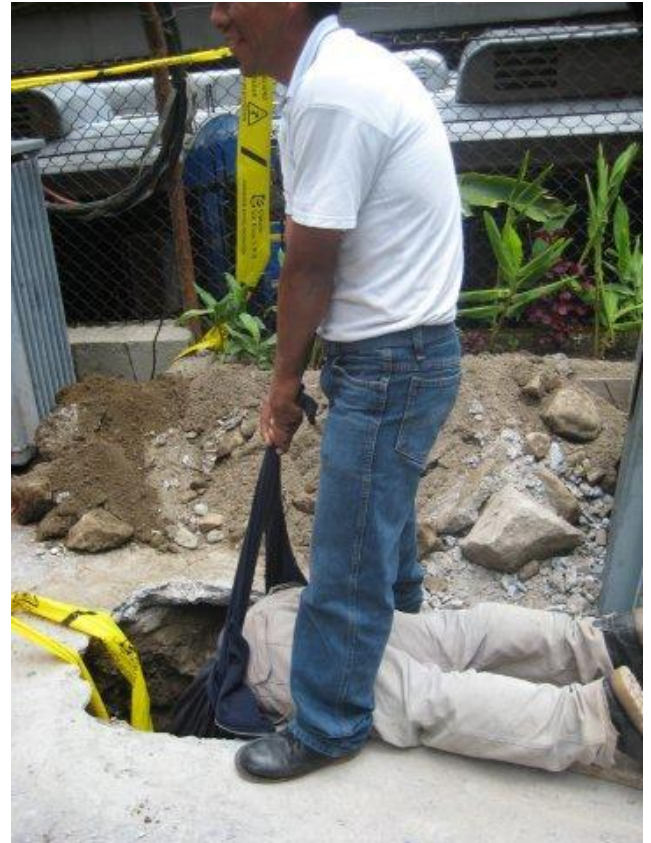


Ica is the town where the planes take off to go over the Nazca Lines, the strange figures in the desert which are so huge they can only be seen from above (only one of the party went, so I haven't seen them - I'd have been ill anyway, the planes have to bank alarmingly so the passengers can see down). The figure in my photo dates to the same time and is known as the candelabra, though nobody really knows the how and why of these mysterious drawings.



From one of the coastal towns we took a boat out to the Islas Ballestas, where so many seabirds nest that when they were first discovered the guano was 40 meters deep; the stuff is harvested for fertilizer, but so much was taken over the years that nowadays it is only removed every seven years.

Then it was back to Lima to catch a plane over the Andes to spend time in the hot and humid rainforest the other side.



Some of the sights were quite interesting.....the use of small 125 motorcycles is as varied as many other parts of the world and, and the above got all the workmen laughing when I got my camera out, I was just hoping he wouldn't drop the poor man down the hole! Health and Safety? - never heard of it!

**Judy Broad**

## Events

If you check the calendar of events on the website site you will see there are a few free spots in the coming and future weeks. If you fancy organising a run or other type of event, or just suggesting something that we can arrange for you, then please let us know at [events@scottishmotorcycleclub.org.uk](mailto:events@scottishmotorcycleclub.org.uk) and we'll see what we can do.

## Run reports

Remember, there's lot's of reports online and photos in the gallery!

<http://www.scottishmotorcycleclub.org.uk/>

## Articles for **BikeBytes**

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

[bikebytes@scottishmotorcycleclub.org.uk](mailto:bikebytes@scottishmotorcycleclub.org.uk)

## FOR SALE

### Yamaha FJ-1200 H-Reg

Nigel Kingon-Rouse is selling his lovely Yamaha FJ-1200 to get something a bit smaller and lighter...like all of us, he's not getting any younger!

Here's some information from Nigel on the bike:

"I'm looking for £1,300 ono. It is MOTd until next August & taxed till January 2012 and runs well, mileage is 42,000 and it has had a lot of work done by the previous local owner, including suspension bushes, fork seals and nearly new tyres. I am willing to haggle a bit with a club member.



It is on an H plate (1991) and is the model with ABS and is fitted with 20cm handlebar risers for a more upright position also a touring screen to keep the crud off on a windy, soggy day !!! " like wot we rode through" to Rogart & back the other week. also a luggage rack.

Nigel's mobile number is: 0790 242 1496 & E-mail address [nigelkingonrouse@hotmail.com](mailto:nigelkingonrouse@hotmail.com) if you are interested.

Please let me know if you've anything, bike related, that you want to advertise for sale.

## **BikeBytes** Crossword

This month, we have a treat!

Arthur Shepherd has kindly allowed me to reproduce one of the early **BikeBytes** crosswords....I'm not going to tell you which issue of course.

One or two of you may remember some of the questions, in which case, I bow to your fully functioning brain-cells, suitably impressed....and jealous!

Answers next month!

No funny photos this month....there are quite a few pictures in this issue already!

## BikeBytes Crossword

*Crossword and clues compiled by Arthur Shepherd.*

*You'll find several references to classic bikes and racers among the clues this month. **Arthur***

### Across

- 1 Accumulations on frame, engine, alloy, carb; pays in (8)
- 7 *See 12 Down*
- 8 *and 9 Across:* Top-class '60s sidecar racer and Britain's most successful chassis manufacturer, famously housing Matchless and Suzuki engines (5, 6)
- 9 *See 8 Across*
- 10 Check for escape of gas, liquid, electricity, light (4, 4)
- 13 Race for 2CVs? Or one with no third place! (8)
- 15 Track of riding in ever decreasing circles! (6)
- 18 *and 22 Across:* 'Rolls-Royce of Motorcycles'; Lawrence of Arabia owned seven SS80 and 100s (6, 8)
- 20 Palace in Fife (8)
- 22 *see 18 Across*
- 24 Evocative UK manufacturer, winner of first TT in 1907, 'dominated' racing until 80s (6)
- 26 *and 27 Across:* Probably Britain's most famous racer, winning his first British 500 on a bike designed by 8 & 9 Across which gave him many Grand Prix wins (5, 6)
- 27 *see 26 Across*
- 28 Member Roberta Maxwell loved them and had one sticking out! (8)

### Down

- 1 Bristol makers of flat twins from 1902, winners of TTs and Six Day Trials, until the Dragonfly in 1954 (7)
- 2 Pioneering British maker of nimble water-cooled two-strokes from 1908, hill-climb and TT winners, until the 70s (5)
- 3 Ardent desire, craving, maybe only for water! (6)
- 4 Large shark (*Alopias vulpinus*) beats sea with long tail to round up fish; separator of seeds, husks, straw (8)
- 5 Scots island home of Diana's Mum reached by Telford's famous 1792 'Bridge over the Atlantic' (4)
- 6 Carpel part bearing stigma; fashion (1, 5)
- 11 British maker from 1898 famous for Square Four, Leader/Arrow (5)
- 12 *and 7 Across:* SMC visit this Honda and Triumph Dealer frequently (3, 6)
- 14 FE instituion for research and development, perhaps? (1&1, 3 abbr)
- 16 Comprehensive, versatile, useful for many purposes; like a Michelin man? (3-5)
- 17 Method of positioning guidance used in some aircraft and spacecraft (1, 1, 1 abbr)
- 19 Honda CB600Fs pack stings! (7)
- 20 Production process end sounds Scandinavian! (6)
- 21 A gigantic bike? (6)
- 23 Eagle's nest (5)
- 25 Type of grass used in two-strokes and bagpipes! (4)

