

Established 1988

THE OILY RAG

January 2021



Dartmoor Run 2019

A couple of Beezas on the approach to Princetown

Editor's Bit

Cover Picture: BSAs near Princetown. To be repeated this year? *Photo Steve Adcock*

A bit of a mixed bag of articles this month including the return of 'Ugly Bike' with an example of the genre which will probably be the all time winner.

Also included is an article on the safety of different types of crash helmet. The study is based on data from Brazil where crash helmets are compulsory but not always worn. The results shocked me.

Concerning COVID-19 we're back to the 'Rule of 6' so group rides are now an option.

Andy Heathwood (AH)

Scooter 'must have' accessory

Now I'm not usually very keen on scooters. The only one I ever owned was a Lambretta LI-150. It was hopelessly unreliable and was sold on asap. However, I'm told that Vespas are better quality and this one with the optional anti-tank missile launcher certainly caught my eye!



The Vespa 150 TAP was an anti-tank scooter made in the 1950s for use by French paratroops. Introduced in 1956 the scooter was produced by the licensed assembler of Vespas in France. The weapon is a M20 75 mm recoilless rifle, a US-made light anti-armour weapon. It can penetrate 100 mm (4 inches) of armour with its warhead.

Might be handy for occasional use clearing a way through traffic on Exe Bridges or 'taking out' a mobile-using car driver ☺.

AH

Ugly Bike



Figure 1: Royal Enfield Diesel Generator Engine Motorcycle

For me this takes ugly to a whole new level. It is positively a 'Frankenbike'. As I'm sure you will have spotted this is based on the rolling chassis of a Sachs-engine *Progress* scooter from the 1950s.



Figure 2: Progress scooter undergoing restoration. (Photo James Downey)

The original scooter would have looked like this example restored by James Downey¹:



Figure 3: Restored Progress Scooter (Photo James Downey)

The customisation in Figure 1 has been treated to a *melange* of changed parts as follows (copied 'as is' from the advertisement):

Enfield VS1 Generator Engine, Sachs Front Wheel Made Bigger From 16" to 19", Diesel-350cc

TS50 Rear Wheel, Aixam Variators Driving Chain. BMW Rear Mudguard, Honda PC 50 Front Mudguard, Sachs Front Dampers I Extended Front. Sachs Front Hub With Original Front Drum Brake, Rear Brake Is Right Hand Handle, Chinese Scooter Shock Support Block Front & Back, British Headlight (BSA?), Rear Japanese? Neither Wired Up Yet, Gear Selector Is From A Chair. Honda PC Seat (Ripped), Harley Exhaust, Knee!! Throttle Mixed With Original Dead Stop Device. BMX Grips (Sorry Not Heated), Dummy Oil Filled Oil Tank Holds Easy Start!!!, Bell /Police Emblem, Aixam Gearbox, Sachs Rear Shock, Chinese Rear Pegs Moved Back To Fit Frame Mounts, Hand Crank & It Is Hard To Master. Not Gone Further Than A Few Feet Yet. Very Heavy, But Cool As Fcuk. Ideal For Mad Max Wannabees . Set Low Start To Sell. Annoy The Wife, Husband, Partner & Authorities All At Once. Cash Required On Pick Up (WITHIN Covid Rules). Good Luck

As I see it there are few selling points, but of course it sold!

AH

¹ See <http://mbvmc.org/restore/> for this and many other classic restorations.

Crash Helmets – Full or Open Face?

Riders of certain bikes are often tempted to go ‘full classic’ and use an open-face crash helmet. Perhaps chaps moving towards the hipster look ought to consider this carefully. After all a man bun and the use of oak-infused beard oil are just a short step away.

More seriously though, I remember an important safety tip from Steve Rush (son of club member Jon), a pilot for the Devon Air Ambulance and fellow biker, was not to be tempted to wear an open-face crash helmet but to stick with full-face. Steve gave a talk to the club on his experiences and the Dorset Doctor Bike project back in January 2018. He had probably seen too many injuries to biker casualties wearing open-faced helmets. Recalling Steve’s words formed part of my response when recently engaged in a ‘lively’ debate on a forum about the crash helmet topic. In addition to Steve Rush’s experience it seems entirely obvious that a full face helmet provides more protection than an open-face one. But you know how it is, someone’s always got a contrary opinion.

So as ever I went looking for some evidence. This of course will always be disputed by those with an immovable differing opinion. Everyone is entitled to an opinion but for me the problem starts when this opinion becomes presented as fact, or promoted as a good idea, when after all it is just an opinion and may have no basis in data or facts.

Searching around I found a summary article² which also referred to a more detailed peer reviewed paper in the American Journal of Oral and Maxillofacial Surgery³ of 2014. The title of the paper is, ‘How Safe Is Your Motorcycle Helmet?’

The research was conducted on a group of 253 motorcycle patients in Brazil. The data were analysed retrospectively on what is termed a Facial Injury Severity Scale (FISS), for traumatic brain injury (TBI), facial fractures and helmet use.

In all honesty just typing these words is making me think about ensuring that I’m using the best type and model of crash helmet available.

These are summary results under the two main categories, Facial Injury and TBI:

Facial Injury

FISS	Mean Score	Number of patients
No helmet	3.66	156
Open face	3.42	51
Full face	2.28	46

As might be expected wearing a full-face crash helmet clearly results in a lower level of facial injury in an accident than either having no helmet or wearing an open-face helmet. These differences are statistically significant.

What is also interesting, but probably no real surprise, is that the score for wearing an open-face crash helmet is not significantly different from that for wearing no helmet.

² [http://www.motorbiketimes.com/feature/gear/helmets/study-open-face-helmets-offer-as-much-protection-as-no-helmet-\\$21383483.htm](http://www.motorbiketimes.com/feature/gear/helmets/study-open-face-helmets-offer-as-much-protection-as-no-helmet-$21383483.htm)

³ [https://www.joms.org/article/S0278-2391\(13\)01329-3/fulltext](https://www.joms.org/article/S0278-2391(13)01329-3/fulltext)

The study did break down facial injuries into those for mandible (jaw), midface and upper face. Open-face helmets only offered better protection to the upper face compared to those casualties with no crash helmet.

Traumatic Brain Injury

This is defined as any period of loss of consciousness, any loss of memory for events immediately before or after an accident, any alteration in mental state at the time of the accident, or focal neurologic deficits.

TBI	Cases where TBI occurred (%)	Number of patients
No helmet	108 (69.2%)	156
Open face	39 (76.5%)	51
Full face	24 (52.2%)	46

Based on the percentages, an open-face helmet therefore provides no better TBI protection than wearing no helmet. But wearing a full-face helmet gives significantly better TBI protection than either having no helmet or wearing an open-face one. The researchers suggest that the structure of open-face helmets does not absorb enough energy from the impact whereas full-face ones do this much better.

The research data tell us...

1. **Full-face** helmets give better protection than open-face crash helmets from:
 - 1.1. facial injuries;
 - 1.2. traumatic brain injuries.
2. **Open-face** helmets give no better protection than wearing no crash helmet from:
 - 2.1. facial injuries;
 - 2.2. traumatic brain injuries.

From my perspective...

1.1 is no surprise. 1.2 is a bonus. 2.1 is no surprise. 2.2 is a shocker.

Recommendations

It is of course a matter of individual choice what type of crash helmet to wear but the data from this, and similar studies (see paper referred to in footnote 3, on page 5), are absolutely clear as to which type of helmet is safer.

Based on the data I'd recommend wearing a full-face crash helmet whenever riding. If you are unhappy with full-face around town, maybe one of the flip-up helmets could be considered, but for me it will be full-face all the time when riding.

When choosing a new crash helmet the SHARP ratings are well worth a look <https://sharp.dft.gov.uk/>. Be aware that ratings can vary for different models from the same manufacturer. For flip-up helmets the ratings include a percentage of impacts where the face guard remained fully locked. I've seen this at 80% (which means for 1 in 5 impacts the face guard unlatches) and another example had a value of just 57%. SHARP does not test open-faced helmets. The reason given is that they form only a small part of the UK market.

AH

With thoughts turning to plans for 2021 I've included this article from Steve Adcock. Steve went on a solo Dartmoor ride last year before we decided on our 'Not the Dartmoor Run' back in July. This will no doubt bring back Dartmoor Run memories for many club members. Here's hoping that the 2021 run can go ahead.

A solo Dartmoor Run

As this year's event had been cancelled, and feeling flushed with success about my electrical fettling, I decided that following the route on a (very) sunny day would be a good idea. First opportunity of the day involved swapping to my Triumph Tiger, leaving the disgraced Kawasaki to sulk in the garage.

Although I've done the run three times, I've always been a marshal. What this means is that I never actually took any notice about which way I was going. You are led away from the Quay and, when your turn comes, dropped off at a junction. You perform your duty and are collected by the back marker. On both occasions you ride along at the back with not a care in the world, enjoying the scenery and the comradeship of like minded folk. Of course, your turn to be dropped off again comes and the cycle repeats.

Riding through Crediton was fine, I've stood and pointed the way there, likewise Coplestone. However, the next bit was strange. I followed the road and arrived at Okehampton, but not the way I expected. There's obviously a left turn somewhere that I've blindly followed the man in front round. Three times! Up to Okehampton railway station with no problems (I know where that is because we walk and cycle from there, and I've marshalled the turn off).

The next stop is Tavistock. Once again, I know we drop back down from Okehampton station to the main road and turn left at the lights but no more. Next thing I know is I'm approaching the A30, how did that happen? I retraced my route whilst recalling where my next marshal post was. Ah, it's on that junction near the Northlew road, which is signed for Bude. Obviously!

After that it was a doddle for a while. I cheated in Tavistock and took the simple route through town (where I had to be rescued by Rodney Treen and the boys in 2017 when my kill switch went wonky).

Yelverton, Princetown and...somewhere else. Once again, racking my brain produced a vision of taking pictures of the riders coming out of the back of Moretonhampstead.

So Postbridge, Moreton, Whiddon Down, Cheriton Bishop, Tedburn, Whitestone, Nadderwater and I was back. A superb day out and a reminder to watch where I'm going. Mind you, our walking group is exactly the same. Great isn't it?

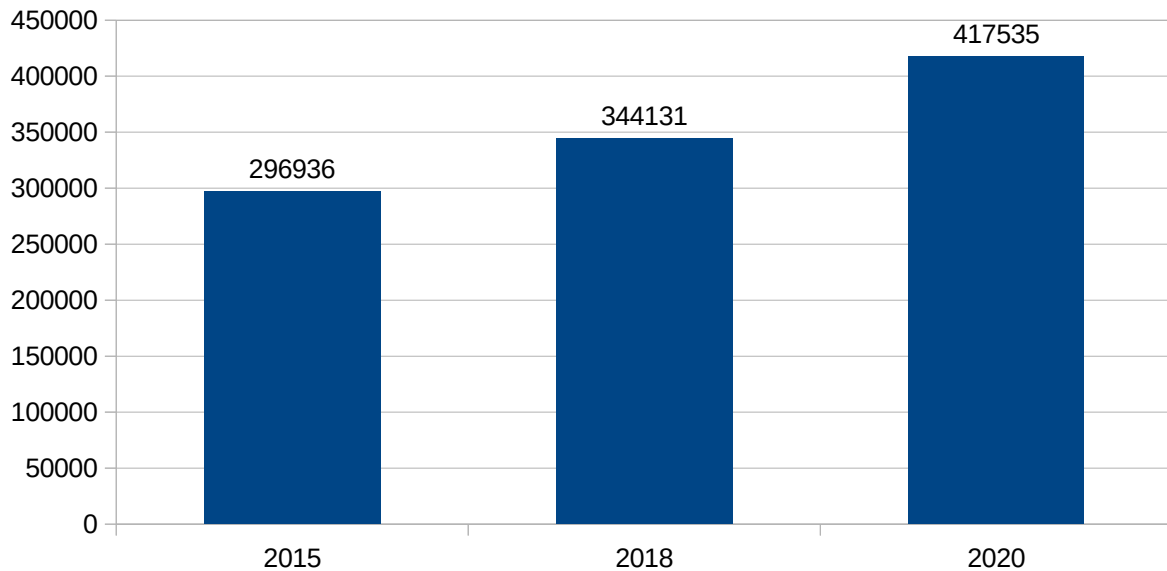
Steve Adcock

FBHVC 2020 National Historic Vehicle Survey – Headline Results

The Federation of Historic Vehicle Clubs has recently conducted a survey of historic vehicle use. FBHVC lobbies government and industry bodies on behalf of clubs like ours. For more details of their work see here <https://www.fbhvc.co.uk/>.

I've extracted and summarised some motorcycle data from the survey.

Motorcycles Registered as Historic Vehicles



This equates to a 40% increase from 2016 to 2020.

Top Motorcycle Makes (those >1% of all historic vehicles)



This certainly shows the wide range of makes registered. The survey summary also shows that historic vehicles on average were used 16 times and travelled 1200 miles per annum. Motorcycles make up 27% of all historic vehicles. For all types of vehicle the annual spend is £7.2 Billion and almost 4000 businesses and 34,113 jobs are in the historic vehicle sector.

Club Matters

Update on Andy Lobb

It's a real pleasure to be able to report that Andy is continuing to recover from his road traffic incident back in September. Following hospitalisation at the RD&E and a brief spell at Dawlish Hospital he has been allowed home to recover, with regular visits from the District Nurse. I'm sure we all wish Andy and Caroline all the best at this time.

Club Committee

The committee will be meeting on 11th January as best they can under current guidelines.

COVID-19 (Extract from MAG Press Release)

The Coalition of Motorcycling Organisations (COMO) says that good judgement and a quick check of the restrictions and guidance that apply in your part of the UK ensures that motorcycling remains an excellent choice for travel, whatever tier you are in.

Following the latest changes to COVID regulations COMO has updated its guidance for motorcyclists. COMO emphasise that motorcycling offers a more COVID secure way to undertake essential and permitted journeys than public transport or car sharing. They advise that in England's Tiers 1 and 2 up to six person, short group rides, can be undertaken. In Tier 3 riding is restricted to a solo experience, or with one other person. In tandem with wider national guidelines, travelling between tiers is discouraged unless there's a specific reason to do so.

There is detail to consider, and COMO point out that all necessary COVID security measures should be observed. The updated advice document gives this information in detail. Useful links are included to relevant government website pages and the postcode checker to see what tier is in place in any location.

Co-author of the document, Roger Bibbings says: "We are keen to emphasise that riders must show good judgement. We are far enough into this crisis that I believe we all understand the risks and how this virus passes from one person to the next. It seems to me that the guidance is increasingly moving toward individuals making sound personal judgement calls based on this knowledge. Whilst we may need to curtail or postpone some of our longer, more adventurous riding, there is no real reason why we cannot continue to get much enjoyment from our bikes so long as we remain COVID safe and stick within the rules where we live."

Kevin Mulligan, speaking on behalf of the National Police Chiefs Council (NPCC) lead for motorcycling said "We fully support this common sense messaging. There is no wish to stop riders getting as much from riding as possible, whether that be for essential travel or recreation. As riders - and I too am a rider - we just need to show a degree of constraint and good judgement. Stay safe, stay sensible and enjoy the ride."

The updated Coalition of Motorcycling Organisations COVID-19 Riding Guidelines can be found here: <https://bit.ly/COMOV4>

The Coalition of Motorcycling Organisations membership consists of representatives from the British Motorcyclists Federation (BMF), the Motorcycle Action Group (MAG), the Vintage Motorcycle Club (VMCC), the Trail Riders Fellowship (TRF), IAM RoadSmart, the Auto Cycle Union (ACU), the Triumph Owners' Motorcycle Club (TOMCC) and Biker Down UK.

Is this your final copy of the Oily Rag?

If you have not renewed your membership you will not receive a copy of February's or any subsequent magazine. Details of how to rejoin are provided on the club's website. <http://exeterclassicmotorcycleclub.btck.co.uk/MembershipForm> Paper copies of the form are also available from the Magazine Editor (see back page for contact details).

Available to borrow

Single bike trailer. For a donation to club funds. Contact Ray Martin.

Small bike lift. Type that lifts frame rails or crankcase. Contact Mervyn Green.



CLUB RUNS AND OTHER EVENTS

2021 Meets and Runs, Club Meetings, Committee Meetings

No club meetings or runs. Informal group ride-outs only subject to the 'Rule of 6' (see COMO guidance on previous page).

With the good news about the availability of COVID-19 vaccines tentative planning has started for events in 2021.

Dates for Club Events (subject to any COVID restrictions at the time)

July 2021

- Friday 2nd to Sunday 4th July, Devon County Show.
- Sunday 25th July, Annual Dartmoor Run.

Non-club events (subject to any COVID restrictions at the time)

- **JD's Coffee Meets.** John Davey's next get together is at The Woodleigh Coach House, Cheriton Bishop EX6 6JL, Thursday 21st January, 9.30 for 10am.



Some of our sponsors and supporters:

(Have your membership card with you and you may receive a discount)

Treen Motors, Charlotte Street, Crediton EX17 3BG (on the corner, facing you as you ride through Crediton from Exeter). Tel. 01363 772283. Motorcycle servicing and MOTs. Used motorcycles, accessories. Support vehicle for the Dartmoor Run.

The Worx, King Edward Street, Exeter, Devon EX4 4NY. Servicing, repairs, MOTs, wheel building etc. For modern and classic bikes. Discount on bike MOTs for ECMC members. They now do car MOTs, servicing and repairs too. Tel. Chris on 01392 272722

Exeter Engineering, Higher Park, Pennymoor, Tiverton EX16 8LL. Tel. 01392 344944. www.exeterengineering.co.uk. Restoration and renovation of classic vehicles, from individual components to full projects and everything in between.

Exeter Services (Local bike-related services. Additions welcome)

Bike Transport	Low Down Dirty Customs, Exminster
Classic Bike Supplier - Japanese specialist	Somerset Classic Motorcycles
Exhaust and tank fabrication (Mig,Tig)	PGW Engineering, Paignton
General engineering & machining	C M Engineering Components Ltd
Paintwork and metalwork	Wild West Custom Paint
Powder Coating	1 st Choice Finishes
Seat re-covering and refurbishment	Exeter Disability Collective
Wheel building	Doug Richardson, South Molton

Club Regalia

Pete White holds small stocks of club regalia. If you require any items please telephone or email him (see the back page of the magazine for contact details). **Payment by cash or BACS.**



Hi Vis Waistcoat £3



Sticker 50p



Lapel Badge £4
(Out of stock)



Machine Badge £15



Baseball Cap £5



Polo Shirt £20



Sweatshirt £17



Face Mask £7.50



Neck Morf £8

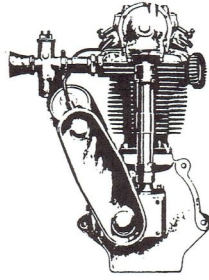
Face mask has 2 pm2.5 filters, extra filters are 60p or 10 for £6. Free delivery Exeter area or £1.25 post per item.

Club Facebook Use

Stats for the past 28 days are: 132 members, 644 posts, comments & reactions. Top contributors are Peter Stockhill, Brian Clarke & Samuel Hunter. Lets all hope we will soon be able to get back to something like normal. Stay safe everyone, I for one will be taking the vaccine as soon as it's offered, it seems the best way out of this. **Steve Harcus**

EXETER CLASSIC MOTOR CYCLE CLUB

EST.



1988

INFORMATION

WHO'S WHO IN THE CLUB

Chairman: Mervyn Green – 07799 100505

mervyngreen@tiscali.co.uk

Vice-Chairman: Steve Hannaford – 07821843763

stevehannaford@rocketmail.com

Secretary: Adrian Evans – 07712 063057

adrianevans1960@outlook.com

Membership Secretary: Patrick Cunnington – 07971623838

pj_ton@yahoo.co.uk

Treasurer: Laura Heggadon – 07711 690094

laurays44@yahoo.co.uk

Club Regalia: Peter White – 01392 211474

whiteski@blueyonder.co.uk

Welfare Officer: Ray Martin – 01392 274365

mrnmrsmartin@btinternet.com

Runs Organiser: Vacant

Committee members without portfolio:

Andy Lobb – 01626 865467, 07866696381, andylobb57@gmail.com

Nigel Cooper – 07986200137, nigelcooper1@live.co.uk

Non-committee members:

Website and photo albums: Steve Adcock – 01392 491346

stevea.exeter@btinternet.com

Facebook Administrator: Steve Harcus – 07779 342154

sthbs@sky.com

Magazine editor: Andy Heathwood – 01363 777553, 07771 906647

andyheathwood@yahoo.co.uk

Club Website:

<http://www.exeterclassicmotorcycleclub.btck.co.uk/>

Facebook Group (Private):

<https://www.facebook.com/groups/1721830814732113>