



# BikeBytes

Volume 4 Issue 2

February 2003

## WELCOME

We are very pleased to give a very warm welcome this month to four new Members. They are **George and Lyn Warnock** from **Carnwath** who ride a BMW K100RS, **Fraser Simpson** from **Livingston** who rides a Yamaha FZS600 Faser, and **Jimmy Harmer** also from **Livingston** who rides a Suzuki Bandit 1200, bringing the total current membership to 124. We all hope you enjoy belonging to the Scottish Motorcycle Club and joining in all the fun. The more you put in, the more you'll get out!

I'll need to make sure I don't confuse new Member Fraser with Fraser Simpson from Bo'ness who joined last year and has ridden his Harley Davidson Electra Glide on several SMC runs. It's the first time the Scottish Motorcycle Club has had two Members with the same name. Maybe they'll send me their photographs for the *Picture Gallery of Members and their Bikes* in the Members Area of our website.

Arthur Shepherd

## RUNS AND EVENTS

Enclosed with this issue of **BikeBytes** you will find a DRAFT copy of our new and exciting **Calendar of Events** for 2003, which **Jim Simpson** and **Alex Rennie** have been working very hard to put together over the last few weeks. It won't be long before we're off on the first one! Note, however, that this is a *draft* copy and that some details (including the dates) are liable to change before the Calendar is sent out. This is so that you can whet your appetite and have a look at what is proposed.

As you'll see, there are still some blank dates for which Jim and Alex would appreciate your suggestions and offers of help. If any dates clash, it may be possible to change things around a bit but you have to speak up and not be shy! Would you like to take out a run on one of the spare or any other dates? Or maybe you have special knowledge of one of the planned routes and can contribute your ideas and suggestions. Give Jim or Alex a call (numbers in the Contact List) or contact me and I'll pass them on.

The draft Calendar of Events is in the Members Area of our website. It will be replaced there with

the real Calendar soon (watch out for a Newsflash), and updates will appear throughout the year as usual, with details in **BikeBytes**.

Arthur Shepherd

## POSSIBLE CHARITY EVENT

**Bob Crawley** will have some details (including an idea of likely costs and a few ground rules) at the next Club Night Meeting of the Land's End to John o' Groats Weekend Marathon which he proposed last month. Quite a few Members have e-mailed or phoned expressing their interest in taking part. Watch for more information later. But it looks as if it's ON!

Arthur Shepherd

## NEXT MEETINGS

The next Club Night Meeting is the **AGM** on Wednesday 12 February 2003, upstairs in the Black Bitch Tavern, 14 West Port, Linlithgow, and will start at 8pm. A formal nomination has been received for Chairperson from **Ronnie Howat** (as previously announced, **Stewart Bowman** is retiring at the AGM). Nominations for all posts can be taken from the floor at the AGM. If you can't manage along to enjoy the light refreshments, the planning and all the fun but would still like your vote on any resolution to be counted, send your completed Proxy Form to me or directly to your proxy.

On 12 March we hope to have **Bill Smith**, my round-the-world biking friend from Aberdeen, coming to tell us all about his success in riding 32500 miles in three months in Nick Sanders's Round-the-World Challenge last year. The official video should also be available by then and, if it is, Bill will show it and be able to add his own comments and explanations.

Arthur Shepherd

## JANUARY QUIZ

At the January clubnight Ronnie Howat organised a very successful (see below) general knowledge quiz for teams of four. After much whispering and head scratching team Cigar won: Alan Graham, John Moss, David Jerome and Steve Middleton. Even then Treasurer Alan could not be persuaded to award the winners a prize!

Steve Middleton

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**DANNY GETS HIS TRIUMPH**

I was kindly invited along to the club night at Two Wheels late last year, Tracy & Gordon McMillan had just signed me up for the club and this was my first chance to meet some of you and have a drool over Two Wheels' merchandise.

After just catching the end of the tour and having a quick chat with Arthur I began to wander round the showroom and ended up staring at a Triumph TT600. I knew I liked it from pictures and had narrowed my choice of bikes down to a GSXR600 or the TT when I did finally pass my test. I threw my leg over and knew this was the bike for me.

Less than two months later with some help from Arthur, Tracy & Gordon and more than a little from Neil at Two Wheels we wheeled my new black TT600 out of the showroom, fired it up and that was that.

It was dark, raining and I didn't know where I was following Gordon too - some strange pub called the Black Bitch. Was I worried?? More than a little!! We couldn't have picked a worse night but the bike handled like a dream. Even limited to 5000 revs we still kept up a brisk 60mph and the TT never put a wheel out of place. It's not got the tightest turning circle in the world and I hadn't spent much time on a sports bike so the position felt strange but everything fell into place. The road we wanted to take was closed so we ended up on some very rural roads that were all new to me, but the TT did the job – even when I wasn't so sure!! We got to the pub and back home safely.

Now my nice shiny new bike isn't so shiny and I have managed to put some miles on the clock I know I couldn't have chosen better. The TT handles well at all speeds, it's very forgiving and you're not as high up or stretched out as on the GSX so it's very comfortable even for a beginner. It felt heavy to start with, but when I compared it again with a GSX there's no difference. The brakes are just right, I was a bit timid with them at first but that soon passed. The only faults I can find with it are apparently pretty common to most sports bikes – or so I'm told. There's no room to store anything under the seat, a fuel gauge would be nice as I'm not used to being on the road without one and I wouldn't want to ride pillion on one and that's it...call me biased if you want!

So I'm off to wash my pride & joy and can't wait for the club runs to start. Thanks to everyone who helped me, especially Trace & Gordon, and everyone who made me welcome at Two Wheels and the meeting in November, I look forward to riding with you soon.

**Danny Creasey**

**JIM McK REVIEWS HIS MAC EXPERIENCE**

As a timely reminder of what training can do for you, and as a form of advertising for the Christmas party raffle, I shall recount what happened after I won the selfsame prize last year.

First however, a little scene setting and some insights into what kind of a rider I am. (I still prefer the term motorcyclist as it distinguishes us from pedal cycle and horse riders, but it does tend to get you categorised as a 'grey-beard' these days.)

Two immediate consequences of the draw were that I was forced to revise my attitude that 'I never win raffles / prizes / anything', and my wife had to think of another present for Christmas.

My riding style tends to be on the sedate side. I enjoy the scenery, I enjoy the scents, I observe the flora and fauna, and largely I enjoy the sensation of control that a motorcycle bestows on you. I also have a deep-seated distrust of the IAMs and their ilk, although I have purchased, read and attempted to implement the wisdom contained in a succession of 'Motorcycle Roadcraft' books. This was going to be a challenging day.

A phone call early into the New Year from Bob set a date for March and a meeting place of the top café on Biggar Main Street. The weather for the day was at least promising in the south-west, but definitely a day for the heavy winter gear and heated grips.

On arrival Bob spent twenty minutes or so explaining the format of the day and setting up the communications set. I then spent another twenty minutes juggling the relative positions of a loose earpiece, spectacle legs and anatomical features inside a Shoei. When finally underway Bob tailed me for about 10 miles simply observing my performance with no input.

After being thoroughly unimpressed by my performance we pulled into a lay-by and went through what I was doing, and what I should have been doing. A fair difference. Combined with this was an explanation of what the different proposed elements contributed, and how this added to a safer riding style.

To emphasise the messages and to see if I was capable of changing my riding style, (Old Dogs & New Tricks) we set off for coffee in Moffat with Bob in the lead demonstrating the positioning and adding commentary for good measure. After a few miles I was given the lead and Bob continued to prompt and comment from the rear.

The day continued in this manner out through Dumfries & Galloway to a lunch stop out by Isle of Whithorn, and an afternoon coffee stop near

Dumfries. I was a consistent disappointment to Bob as I would not relinquish my instinctive 'touch' on the brakes before peeling off into a corner, and on the odd occasion a very definite command to get going again.

#### *Conclusions and comments*

as imparted by Bob, and I assume by other MAC instructors is simple and easily understood. It should therefore be easy to adopt as a normal approach to road riding, even by the elderly. I certainly have been applying it since the course, to the extent that my favourite pillion has noticed it both on the back, and following in a jamjar.

You will probably have noticed that I have refrained from detailing the system until now. This is because I do not wish to steal Bob's thunder, and because, like all good training, it is the method of delivery that makes it. A list of the actions and reasons can be read in any training manual, and you will recall, if not already suffering from senile dementia, I confessed to having done this a number of times over my motorcycling career, and still have the room for improvement. (I could not resist that m/c ref.)

Although I still have not changed my attitude to the IAMs etc. I would look to repeating this exercise every three to four years in order to maintain and possibly build upon retained skills. Only educated observers can identify where you may be lax in your implementation of any autonomic system.

The postulate: training improves.  
The corollary: ensure that it enhances ***your*** style.

**Jim McKechnie**

#### **CHEAP VARTA BATTERIES FROM VIKING INTERNATIONAL**

I usually get my car tyres, exhaust parts and batteries from Viking International wholesalers, (formally Birkenshaws) for a massive discount compared to Kwik Fit and the like. The only down side is that you have to fit them yourself.

However, there are small tyre depots that will fit and balance loose tyres for about £5 per wheel. During my last visit I spied a motorcycle battery and discovered that they supply Varta batteries with a 3-year guarantee. A new one for my Yamaha GTS 1000 was just £31! Compared to £75 for a Yuasa via mail order and the added hassle of getting the acid from a local dealer.

Glasgow - West Street      0141 429 3546  
Edinburgh - Murrayfield      0131 313 5333

**David Jerome**

#### **SPECIAL OFFER !! –Ferries from Shetland**

Dear Sir / Madam

Our brand new luxury ship the Norrona, which was launched in August 2002 shall commence service in April 2003. The Norrona sails from Lerwick in Shetland on a weekly basis from 12 May to 10 September to Norway, Iceland and Faroe. Getting to Shetland could not be simpler – NorthLink ferries operate a daily overnight sailing schedule from Aberdeen that gets you to Lerwick at breakfast time.

During the summer months Norway, Faroe and Iceland offer great scope for touring, walking, hiking, birdwatching, relaxing in the great outdoors and of course motorcycling !!

We are currently offering a special deal which means that for a group travelling with 10 bikes the eleventh one goes absolutely FREE !

Bookings must be made by 31 March 2003.

Make this the year you enjoy the North Atlantic Adventure on board the new Norrona. Email now on [gillian.fry@smyril-line.co.uk](mailto:gillian.fry@smyril-line.co.uk)

or telephone (01595) 690845

to talk about any plans and be rest assured, our helpful team will provide you with any information you require to ensure your trip is as stress free as possible !!

For further information please have a look at our website - <http://www.smyril-line.com>

Alternatively send us an email with full details of your postal address and we will send you a brochure straight away!

Yours sincerely

**Gillian Fry**

Marketing Manager  
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#### **HOLLAND TRIP – NEED TO BOOK**

I need to try to firm up numbers in the next week or two so anyone else interested in going who has yet to let me know, could they do so now please. Remember the dates are 1 - 6 May. Details per last month's newsletter but as always happy to answer any queries. May sound a little way off yet but the reservations on the hotel near Amsterdam expire on 16 February hence the need to push a little now. Contact me direct on [hopper@buzzoff.freeserve.co.uk](mailto:hopper@buzzoff.freeserve.co.uk) or telephone 0141 639 7900.

**Alan Hopper**

## CONGESTION CHARGING - THE BIKING SCARE FACTOR

*British Motorcyclists Federation has accused Mayor Ken Livingston's safety pundits of a scare campaign in the face of the increased use of motorcycles and scooters.*

The 140,000 strong BMF is concerned that the shock tactics applied to a current cinema advertising campaign funded by Transport for London (TfL) are designed more to deter people from taking up PTWs (powered two wheelers) than it is to reduce accidents.

The advertising campaign, costing a reputed £1.2 million, uses live actors within the audience to dramatise the report of a crash involving a motorcycle and then shows a short film of a car/motorcycle collision. It does nothing positive to educate drivers or riders say the BMF, it simply records the incident and dramatises it.

The BMF are also critical of the casualty figures used to justify the cinema campaign. Figures quoting a 111% increase in PTW deaths since 1995 (25 to 52) are totally misleading say the BMF as they completely ignore the fact that usage has increased massively over that same period. Registration figures for London show moped registrations alone increasing by over *one thousand percent* (1007%) from a 1995 level of 668 to 7,397 in 2000. The BMF see this blatant manipulation of figures and gross misrepresentation of the facts as designed to scare off potential new riders.

The BMF have been encouraged by what was seen as an enlightened view by TfL of the contribution PTWs can make in reducing congestion, (with the wider use of bus lanes by PTWs being a case in point), but now suspect exemptions were agreed more for practical administrative reasons than anything else.

"We are deeply concerned that personalities within TfL's road safety division are using the introduction of congestion charging to pursue an anti motorcycling agenda" said Richard Olliffe.

"The cinema campaign purports to be aimed at reducing junction crashes yet seems to be saying that it is up to motorcyclists and scooter riders to avoid such crashes. By TfL's own admission, in the majority of junction crashes, the PTW rider is the innocent victim of incompetent car driving therefore the campaign should be aimed at the motorist, not the motorcyclist" he said.

Summing up, Richard said: "The BMF believes that road safety practitioners should deliver road safety regimes that protect vulnerable road user groups like motorcyclists and scooter riders. This campaign begs the question; is the TfL road

safety division capable of delivering safer roads for London's growing number of motorcycle and scooter users? If this exercise is anything to go by, I don't think so!"

## BMF SHOW MEANS 'BISNESS'!

*17th-18th May, East of England Showground, Peterborough*

Already the biggest outdoor motorcycle event of its type in Europe, the BMF Show, sponsored by Carole Nash Insurance, is now offering big prize money in a new top bike competition, 'The BIS'.

'The BIS' is **The Carole Nash Insurance Best In Show** competition, a new, big-money, high profile competition that the BMF expects to attract the cream of Britain's best bikes for Britain's biggest and best weekend show!

With a total prize value of exceeding £3,000, entrants stand a chance of winning some serious money in any of the seven categories:

- **Vintage** - up to 1949.
- **Classic** - from 1950 - 1985
- **Modern** - from 1986 - 2003
- **Custom/Streetfighter** - built up to 2003
- **Trike/Outfit** - built up to 2003
- **Performance** - built up to 2003
- **Special of the Year** - a unique machine built up to 2003

Each class carries a first prize of £300 and a trophy, but in addition, there is a £500 top prize, plus one year's free insurance (terms and conditions apply), going to the overall "Best In Show" winner, in other words a top prize worth well over £800!!

(Entry forms on [www.bmf.co.uk](http://www.bmf.co.uk) or from: Best in Show, BMF, 14-16 Briton Street, Leicester, LE3 0AA. **Closing date Friday 2nd May. NO ENTRIES ON THE DAY**)

The BIS is a new attraction but is only one of the many that regularly draw nearly 90,000 people to the BMF Show. From the widest range of biking accessories and clothing anywhere in the UK to loads of spectacular arena activities, it's all at the BMF Show.

PRE-BOOK and SAVE!! -£2 on day admission prices! 17th-18th May. 9am - 5pm (both days)

Day Admission - BMF Members: £11 Public: £13  
Senior Citizens: £5 (proof required)  
Children aged 14 and under: Free of charge (must be accompanied by a paying adult)  
Pre-book on line at [www.bmf.co.uk](http://www.bmf.co.uk) or by ticket hot line on: 0116 254 0666  
Further details from  
BMF Promotions: 0116 254 8818  
email [promo@bmf.co.uk](mailto:promo@bmf.co.uk). web site: [bmf.co.uk](http://bmf.co.uk)

**FLASH FLOODS IN MA BOOTS**

*a wee ditty about the run on Sunday 18th August*

Leaving hame oan a Sunday moarnin  
Hit bae rain, without a warnin.  
It's only a shoor it's boond tae pass  
But A wis wrong as A felt a soaking wet "seat".

Met up at Stirling efter leaving ma roots  
That's when it happened, flash floods in ma boots.

Seventeen "clubbers" were up for the run  
All soarts a bikes, tae try tae hiv some fun.  
Well we goat a map fur some direction  
Look at that rain, ma heed needs inspection.

Fire up thae engines, horns some toots  
Aw no again, flash floods in ma boots.

Doon the road, then back through Stirling  
By this time the rain was fairly hurling.  
We tak a road that led ua a' west  
By this time A thoat A need a dry vest.  
Oan an' oan through thi rain we go  
Till A saw a sign fur a place A know  
A nice wee place wi a country park  
It's only eleeven a cloak an' it's nearly dark.  
Och straight through Balloch we a' go  
A thoat, " Could replace that "A" wi an "O".

Roon a coupla roonaboos  
Yur richt, flash floods in ma boots.

Thi watter wis noo runnin' doon ma neck  
But A stuck it oot till we hud oor first brek.  
Ridin' in this weather's no the same  
And A thoat, "Richt noo A'll heed fur hame".  
But a coupla yoos tried tae mak me feel bettur  
"Look, it's impossible tae get oany wettur".  
So efter a coffee an' a bit o' shoartbreed  
A knew that wis a' A wid need.  
Oan wi the helmet an' gloves an' jaiket  
A jist prayed A didnae luk glaicket.

Intae the carpark an' oantae oor scoots  
Soaks ur wet, flash floods in ma boots.

Leaving Arrocher aroon Loch Long  
A jist remember the wurds o' a song.  
It wis then a sterted tae frown  
"Rainy days and Mondays always get me down".  
Followed the road past the Rest an' be thankfull  
Thinkin' A better soon get ma tank full.  
Keepin' the bikes almost in a straight line  
It wis richt roon the road ti the side o' Loch Fyne.  
Dodgin' the dubs sometimes it wis scarey  
Stoap fur petrol at Inveraray.

A five meenit brek to gether ma wits  
Still goat, flash floods in ma bits.

Doon the road tae Lochgilpheed  
Am jist thinking about a feed.  
Straicht through tae a place tae get wur full  
In Ardrishaig it's cried the Grey Gull.  
Aff the bikes tae streech wur hips  
Then inside fur fish an' chips.  
Tables wur reserved fur oor lunch  
We must hiv lucked a dreechit bunch.  
A gid plateful tae full ma tum  
But ma soakin wet clase hud began tae hum.

So A paid ma bill and washed ma mits  
But A stull had, flash floods in ma bits.

Back oan oor bikes tae get oan wur way  
Wished it hud been a better day.  
Back through Oban tae Tyndrum  
Cauld an' wet an' feelin num.  
Passin through wee toons oan oor way  
Wid've lucked better oan a sunny day.  
In fur a brek at the Green Welly  
Kept oan ma jaiket, weel A wis a bit smelly.  
Phoned the wife hame at five a cloak  
Telt hur things wur beyond a joke.

Richt outside tae start ma Harley  
Jist thinkin o' some malt an' barley.  
Sit oan the seat, it's jist a dub  
Nixt time it rains am aff tae the pub.  
Aff doon the road gave up carin'  
The rain noo soaked a' the clase am wearin'.

So apologies fur the rants  
Cause noo it's, flash floods in ma underpants.

The End

ps: if you missed this experience read on...  
...to fully appreciate the above adventure. Please  
adorn all motorcycle clothing including helmet.  
Take Bike Bytes into the shower and turn on the  
water, make sure the water's cold, read the article  
through gritted teeth while making engine noises.

**Laurence Maher**

**THE ALFORD RUN, OR  
ALAN HAS LEFT THE BUILDING!!**

Woke to the sound of what I thought was a forty  
ton truck gatecrashing a brilliant dream I was  
having, (another story). But no, it was thunder.  
The rain was pelting down; there were flashes of  
lightning and more thunder. Just looking at the  
weather confirmed it WAS Sunday and there WAS  
a run.

The Grampian Motorcycle Convention in the town  
of Alford was the destination for the day. Back  
between the sheets would have been my choice.  
Still, this is what motorbiking's all about.

On with the leathers then the waterproofs, fire up the steel horse and hit the road. Heading for Kinross, the meeting place that day, the rain has eased off and it had started to look a bit brighter. Just an illusion because as I headed up the M90 the sky turned multiple shades of grey and lightning was flashing in the distance. At this point, with the bike on reserve, I hoped I'd make it to the services before the skies opened. Made it just in time. The rain come on and was bouncing off the ground. It lasted a few minutes and then cleared to a drizzle. At this point someone, no name but we know who you are, was so desperate for the loo he decides to try and take his bike as well. To save walking in the rain??.

Tanks full bladders empty we get ready to hit the road. The rain had stopped and started. This could've been the setting for the day. We all, seven of us, take the M90 towards Perth hoping to find it drier and sunnier as we travelled north. Just as we approached the Inverness junction one member lets us all pass. I wondered what was happening. Found out later he'd taken a short-cut to our first coffee stop. A place called PEGGY'S. This diner can be recommended. The coffee is excellent, there is a varied menu and the staff are friendly. By this time the rain was off and it was a welcome place to sit and dry off a bit. As we go in for our coffees, juices and milk! there's the one and only Alan already noshed up and sitting cosy. After the pleasant break and the signing of the "run sheet" Alan decides to call it a day. "The weather's to blame" or words to that effect was the excuse. Truth is he could not handle the fact 50% of the bikes that day were the kings of bikes. That's right. The all American, born in the U.S. of A. HARLEY-DAVIDSON.

Time to make hay while the sun shines as they say so we continue our journey. Leaving the monotony of the dual carriageway we take the B966 through Edzell towards the more adventurous B974. This takes us up and over the Cairn o'Mount with fantastic views of the surrounding countryside. This road is something else. Twists, turns, ups, downs and plenty gear changing. By this time the sun was shining it was warm and the roads were a bit drier. Which made for better biking.

Down through Glen Dye and Banchory onto the A980 and it was getting warmer. Not far to go now. Passed through Lumphanan, just one of the many small towns in the area, and into Alford. Arrived at approximately 1 pm. To say it was busy is an understatement. Parked the bikes anywhere spaces could be found and made our way to the convention. Admission was £5 and £3 for seniors, not sure if the maturer members took advantage of this, and this also gave you half-price entry to

the museum. Once inside we went our separate ways. We had arrived just in time to see the Owners Clubs Parade. My personal favourites were the Triumphs. Just something about these bikes I've always admired. Next was a parade by traders to show current and new models. Then it was the turn of the Classic Racers. What a display including AJS 7R, Nortons, Ducati Monza, BSA, Triumph and a Yamaha RD350LC. The sound was incredible. There was also the Blue Arrows Display Team and X-Treme Trials display.

A fair selection of dealer stalls selling, wait for it, motorcycles, motorcycle clothing and accessories. Classic bike displays were set up outside where you could walk round and drool over yesteryears bikes that were in pristine condition. There were choice catering establishments offering burgers, burgers and.... burgers. Just being funny there. I took a flask of soup with me.

Having previously decided to meet up at 3 pm we gathered together and made ready to hit the road home. Back via Braemar was the call. Brilliant, I know that road. Aye, in a car. Like many of the roads I've been on since joining the club it was the first time on a bike. The weather stayed dry for a good part of the journey. But where there had been rain, the roads were still wet and when the sun shone on them, well who am I to tell you.

Passing Balmoral I wondered is she in? will she shout us in for tea?. No luck there. Into Braemar then for a pit stop, icecream shop and a wee visit before leaving. Icecream here is whippyastic and if you wanted to see six grown men lapse into a second childhood then this was the place to be. Mind you it's advisable to be clean shaven when eating this icecream. Of course that won't apply to most of the ladies who read this.

A word of caution. Don't turn up in Braemar on a Sunday needing petrol. The garage is shut. Time to get going again so we hit the A93 homewards. Up and over THE CAIRNWELL passed the ski slopes towards Glen Shee. Taking care on this part of the road, (woolly bollards). Thankfully the road was clear, no Mr Caravaner and family, which made it a more "pleasant" drive. We headed straight through Blairgowrie towards Perth where a convenience stop was planned. Arrived just in time to see them being locked for the night. It was here we decided to call it a day and make our own way home. So it was onto the motorway.....

Keep upright,

**Laurence Maher**

PS: I'd like to thank Alex and Jim for arranging this run and also everybody for their company.

**STEVE'S SCATTERINGS**

**QUIET SURFACE GIVES DRIVERS THE HUMP**

*Daily Telegraph – Sat 25 January 2003 p5*

Scientists at the Transport Research Laboratory (TRL) have devised a synthetic road surface called Rippleprint as a new means of slowing vehicles by hitting drivers with extra discomfort and noise, but without increasing the racket apparent to bystanders and residents.

Since vehicle suspensions are engineered principally to dampen vertical rather than horizontal movement, the scientists plotted a surface with minimal vertical deflection but with a special horizontal pattern to cause jerky to-and-fro shocks.

This stress pattern - technically a sinusoidal profile with peak-to-peak measurements of 350mm and peak-to-trough distances of 6mm - results in vibration and noise within the cabin, but barely any extra outside it,

Noise level tests in a family saloon have indicated a roar within the car of up to 15 decibels - the equivalent of half-inch rumble strips - over Rippleprint, but with an external noise increase of one decibel compared with three to four from standard strips.

The drawbacks are that Rippleprint is not anti-skid, pedestrians and cyclists find it uncomfortable, and it cannot be laid round corners, because it comes in square pads.

**ROAD SIGN REGULATIONS**

For the anoraks among us and those who need to know for reasons of an argument or some form of defence, the Powers That Be have issued details of the regulations that dictate the format and content of the various road sign permitted in this country. And yes, there are differences between England, Wales and Scotland! But beware – don't go printing it all out for a quick look-see, it's 177 pages long, and that doesn't include the 3,000 plus diagrams!! For those aspiring to a career in road-painting or sign-making it would appear to be invaluable if not mandatory, and if you are curious (or just yellow - did you see that film?) then drop in to:

[www.legislation.hmso.gov.uk/si/si2002/20023113.htm](http://www.legislation.hmso.gov.uk/si/si2002/20023113.htm)

**Steve Middleton**

**EDITOR'S EXCUSE ENTRY**

My apologies for the monochrome content, but a lack of pictures and time has forced a hard-copy issue all in black and white. Electronic delivery should include colour in the cover banner, URLs and the "Thistlehead" logos.

**Steve**

**Here is the solution to January's Crossword Puzzle.**



The December Prize Crossword Puzzle attracted twelve entries and the lucky prize-winner (drawn at random at the Club Night Meeting in January) was Colin Stewart.

**Arthur Shepherd**

Maybe it's your turn to win this month – but you need to send the solution in to Arthur

**ALVINS INFO**

2003 is a big year for us at alvins.com as we are in our third year at Seafield Road and are looking to build on our first 2 years here.

We have many exciting plans this year, and will be running regular promotions which we will keep you well informed about.

One of our huge successes at Seafield Road has been our clothing department. We have decided this year to add to our existing range of products by stocking a good range of Alpinestars products, boots and gloves are in stock now, and clothing will arrive shortly. Our main commitment is with Belstaff, Arai and Shark brands where we are a super centre stockist for Edinburgh for these products enabling us to give you the best of availability and service. We are also a main stockists of Roof helmets and have added the budget priced Ixion clothing range. So come on down and see the best range of motorcycle clothing in the country.

I would like to end this e mail with a fantastic offer of a high quality Ixion jacket which has an rrp of £110, a sale price of £69, but to you our email customers a knockout price of £59, simply print out this e mail to claim.

**Alistair Robertson**

# Scottish Motorcycle Club

## Minutes of Meeting of 8 January 2003

### 1. Apologies

Danny Creasey, Pauline Newton, Ursula Rouse, Bob Crawley

### 2. Minutes Oct & Nov 2002

These were published in the previous edition of BikeBytes and were taken as read.

### 3. Matters Arising

AGM Agenda will be as follows:

Attendance

Minutes from previous AGM

Committee reports

Subscriptions

Elections

Any other items of business should be raised via Chairperson, Stewart Bowman

Arthur issued a re minder for those unable to attend the AGM to submit the proxy form.

All committee posts are available. Stewart Bowman is standing down as Chairperson.

Alan Graham would prefer someone else to take over as Treasurer.

Whilst not a committee post, Jim Simpson would like someone to take over as BMF rep.

### 4. Finance

Xmas raffle - 150 tickets at £1 per ticket were sold.

Purchase of laminator/cutter for membership cards at a cost of £100 was approved by those present.

Coffee, tea and sandwiches will be supplied by the club at the AGM.

5. Membership 2 new members, membership now totalling 120.

### 6. Events

Volunteers required for organising some runs this year. Anyone interested should contact Jim Simpson in the first instance.

A trip to Holland is being organised by Alan Hopper. Bookings need to be confirmed by mid February, therefore anyone interested in going along should contact Alan ASAP.

Other suggestions for events this year;

Novice Runs /Charity run - John o' Groats to Land's End /Easter Egg run /Trip around the perimeter of Scotland

### 7. Newsletter

Steve Middleton thanked everyone for their contributions, and appealed for further items.

### 8. Merchandise

Nothing to report. Catalogue will be available at the next meeting should anyone wish to place an order.

9. Video Club Nothing to report.

### 10. Website

Arthur Shepherd appealed for further photos of members and their bikes for the website and reported that there were approximately 100 hits per month to the members area and 200 to the public areas.

11. BMF Nothing to report.

### 12. MAG

Forth Valley Motorcycle 35th rally is being held 23-25 Feb in the Scottish Borders.

Easter Egg run being held Easter Sunday, departing from Kelvin Way Glasgow.

Membership is soon due for renewal, however as MAG are changing their financial year they are currently offering 16 months for the price of 14 at a cost of £116.67. Proposed: Arthur Shepherd. Seconded: Steve Middleton. All present in favour.

### 13. Crossword

Ursula Rouse was November's winner, drawn at the Xmas meal. Colin Stewart was December's winner.

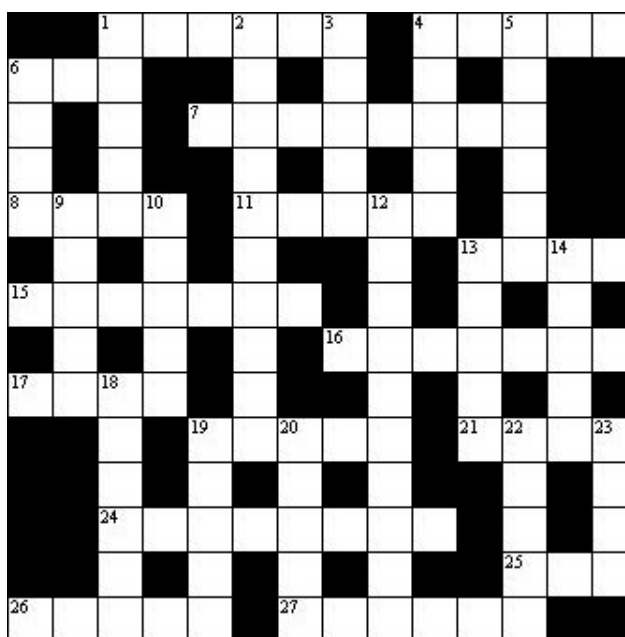
### 14. Hi-Viz Vests

Arthur reported that the two Hi-Viz Vests approved at the November Meeting had been ordered at the agreed cost of £46.88 and a delivery date had been requested but was not yet known.

**Katharine Jackson**



# February prize crossword puzzle



Crossword and clues all prepared by Sue Temple

*Look for some names connected with Bonnie Prince Charlie in the answers to some of the clues.*

**Across**

1. A larva of an insect, or the nickname for the Honda CX500 (6)
4. English town marking the southernmost point to which the Jacobite invaders pushed into England (5)
6. To slide along the snow, in Glenshee perhaps (3)
7. Mondays to Fridays (8)
8. A dull persistent pain (4)
11. Miss Macdonald, Prince Charlie's famous helper (5)
13. An area of grass (4)
15. Mythical monsters, often associated with St George (7)
16. To claim, or falsely assert, as Bonnie Prince Charlie did to the British throne (7)
17. A song of praise (4)
19. To grind one's teeth (5)
21. Inner Hebridean Island to which Prince Charlie fled after the events which took place at 24 Across (4)
24. Last battle to take place on British soil, in which Prince Charlie was defeated (8)
25. Star sign for those whose birthdays are between 24 July and 23 August (3)
26. Together with Harris, one of the Outer Hebridean Islands (5)
27. Without difficulty (6)

**Down**

1. Either of two sea channels, one between 26 Across and the Mainland, the other between Harris, North Uist and 21 Across (5)
2. Prince Charlie's first landing place on the Scottish mainland, now associated with a viaduct and a monument (10)
3. Japanese capital (5)
4. A play for acting (5)
5. East European and Asian Republic, formerly a large part of the USSR (6)
6. Settee (4)
9. Popular Indian dish (5)
10. Morayshire town (5)
12. Discs on which the back tyres of a car are fitted (4,6)
13. Oriental flower, or a famous make of racing car with which Jim Clark will always be associated (5)
14. Breezy (5)
18. Capital city of 5 Down (6)
19. The Saint of Scotland's capital city's cathedral (5)
20. All by oneself (5)
22. Could it be Grace, Gene, Ned, or the one who is sought in the song from the Isle of Man? (5)
23. A reflected sound (4)

Write your name here: .....

Send the completed puzzle before the end of the month for entry into the £10 prize draw to:

Arthur Shepherd, 41 The Gallolee, Colinton, Edinburgh EH13 9QL