



# Scottish Motorcycle Club

## Bike Bytes

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June 2003

Volume 4 Issue 6

### WELCOME

Another seven people keen on motorcycling have joined the Scottish Motorcycle Club this month. They are **Jerry Dawe** from **Livingston** who rides a Ducati Multistrada, **Alan Wilson** from **Bathgate** who rides a Triumph Trident, **Norman and Linda Groundwater** from **East Kilbride** who share a Suzuki RF600R, **Alison Chapman** from **Edinburgh** who rides a Suzuki Bandit 600, **Rob Lindsay** also from **Edinburgh** who rides a Suzuki GS1000, and **Colin Currie** from **Busby** who rides a Honda CBR600. There's more about Colin later in this issue! A very warm welcome to you all! It's great to have you in the SMC where you can make lots of new friends and join in some of the great Runs we have for you in the Calendar of Events. The current paid-up Membership is now 110.

Arthur Shepherd



1 – 4 : @ Autotrans  
5 & 6 : Fort William  
7 : Glen Lyon run

### NEXT MEETINGS

The next Club Night Meeting is on **Wednesday 11 June 2003**, upstairs in the **Black Bitch Tavern**, 14 West Port, Linlithgow, and will start at 8pm.

Arthur Shepherd

### PICTURE BONUS EDITION

This edition of Bike Bytes has a bumper number of pix to catch up on recent events, so the main text starts on page three.

Ed., Steve Middleton



1



2



3



Mainly members of Dunbar club on the weekend – good guys

5



6



4



7

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8 : Judy @ Glen Lyon, + Jerry's Multistrada  
 9 : Steve's Trossachs run @ Pineapple, Airth  
 10 & 11 : Tom on Rosyth-Zeebrugge ferry  
 12 & 13 : Carvery run to Walworth Castle



8



9



10



11



12



13



Ronnie Howat - chair



Arthur Shepherd - sec'y



Bob Crawley - MAC

## CONGRATULATIONS AND BEST WISHES!

This is the season for fantastic SMC Runs and it's the season for great SMC weddings! Members obviously aren't romantic only about their bikes!

Congratulations and Best Wishes to Members **Eileen Sharp** and **Brian Wilson** from Dalkeith who were hitched up together on 3 May. We heard a bit about the wonderful occasion at the last Club Night Meeting. Things became even more hectic than they usually are before a wedding, as Eileen and Brian decided to buy a house about a week before the ceremony (and succeeded)! We hope you'll both be very happy together in your new home.

Congratulations as well and A' ra Best to **Peter and Gillian Cook** from Linlithgow who have married (each other). Gillian hasn't joined the Scottish Motorcycle Club yet but, with two of the Cook family already Members and three generations of Cooks keen motorcyclists, it probably won't be long before we see her on some of the Runs. After all, they did send us a lovely postcard (in the Picture Gallery of the Members Area of our website) from the Seychelles Motorcycle Club (SMC) which they started while there on their Honeymoon, before moving on to Mauritius. Peter was on Judy's Glen Lyon Run on Sunday 1 June and looking in pretty good shape!

A nice postcard and message (in French!) from **Ursula and Stewart Bowman** on Honeymoon in France is also on the website.

### Arthur Shepherd

### DFDS Seaways

**Colin Currie** works for DFDS Seaways, has joined SMC and has simultaneously brought with him a fantastic offer to all SMC Members. DFDS Seaways sail from Newcastle to Amsterdam (Ijmuiden), Norway and Sweden. You can begin and end your tour abroad in comfort onboard one of DFDS Seaways' fantastic fleet of ships. Not only will you receive up to **30% discount** off your cabin fare but your bike will go **FREE**. For more information on this unique offer, call 08705 333 222 and quote '**FMO**'. (Notes: the 30% discount is based on stays of under 6 nights. Full terms and conditions will be supplied at the time of booking. Cancellation charges apply. cc applies.) I have put the Amsterdam fares in the Members Area of our website (and there is a link to DFDS Seaways). If you don't have access to the internet, I can send you a copy on request.

### Arthur Shepherd

## MEXICO TOURS

We have received an invitation from Eikka Huhtala, a biker from Finland who lives in Mexico and runs motorcycle tours in Mexico, to organise an SMC Tour of Mexico! The e-mail is glowing in its descriptions ("excellent, exotic, easy, fun and serious" is just one string of adjectives he uses to describe his product) of what we would experience. I also see "Harley". If you would like to know more (the organiser can go free, he says) you can read the e-mail at the next Club Night Meeting or I will forward it to you on request. His website is [www.harleyadventures.com](http://www.harleyadventures.com) and there you can find a 2min 5Mb video /good.mpg and a 21Mb full-screen video /better.mpg.

### Arthur Shepherd

## VISIT TO AUTOTRANS

Ten Members had booked to have their bikes dyno-tested free of charge at **Autotrans**, Linlithgow Bridge on Saturday 24 May but many more turned up (as invited) to join in the fun. We all had a good time, wonderful hospitality (coffee, tea, freshly barbecued hamburgers - with FRIED onions - not your sodden, bleached and tasteless boiled substitute) all day. Very impressive facilities: clean, tidy and high-tech, with keen bikers Steve and Chris helping **Ewan Montgomery** perform the testing and interpret the fascinatingly detailed results, and Irena and Sam in support. See **Steve Middleton's** technical report in this issue.

Watching the first few bikes go through, I was struck at how Ewan was able so quickly to latch on to and explore any anomaly needing attention and comment. Everything was done with sympathy and understanding and, while there was absolutely no pressure to have expensive work done. Ewan was able to suggest the best course of action. Not in the case of my Deauville, though, because I hadn't let him get his hands on my lovely, delicately set up machine! But Ewan says that he too enjoyed our visit so much that he is inviting us to go again so that those, like me, who had visitors etc (ie scared) and missed the first time round can bring their bikes next time. That's generous! And, having seen how professionally the bikes were treated, he can have my Deauville next time! He also offered to come to talk to us about the perceived and mistaken belief that authorised dealers must service bikes to preserve warranty, something that cropped up many times during the visit.

By the way, I believe Ewan thought **Drew Davidson's** Deauville was one of the best bikes he's ever tested - I *think* that's what Drew said. I and several others took photographs on the day - some are in this issue and more will be in the Picture Gallery on our website.

### Arthur Shepherd

**RUNS AND EVENTS**

The gang on **Alan Hopper's** Netherlands Weekend seemed to have a great time - but they still had time to send us a picture postcard of bulbs and windmills (on the website).

**Judy Broad's** Glen Lyon Run on Sunday 1 June was brilliant and not just because of the fantastic weather! Thanks Judy! See **Ronnie Howat's** report later. And see the Calendar of Events for details of the six other Runs arranged for your delight this month. If you haven't tried a Friday evening Run, **Colin Stewart's** now famous Chip Shop Run is well worth going on because (obviously) you can get a fish supper on the Run. Go straight from work (don't stop for tea), get your fish supper, and enjoy the company! If **Tommy Taylor** can usually do it from Aberdeen, so can you!

Our BMF Representative **David Jerome** is planning our Club Stand for the **BMF Kelso Bikefest** on Sunday 13 July. This will be our first SMC Stand (it will be a small marquee with table and chairs) and we want to make a good impression to attract new members. David already has some offers of help but is looking for more volunteers. We'll have leaflets, photographs, one or two interesting and immaculate bikes, hopefully an SMC banner, etc. Any ideas, suggestions and offers to help man the Stand on a rota basis to ensure there is always someone available to talk to interested enquirers, set up and clear up, would be very much appreciated. Don't worry, you won't be stuck on the Stand all day and you will get to see the Show.

Camping is available from Friday night until Tuesday morning, with live bands and evening entertainment on Friday and Saturday, MAC Rideouts to places of local interest on Saturday, and the Bikefest itself on Sunday 13 July, including arena displays, trade stands, an indoor bar with seating area, and a funfair. So please contact him (see the Contact List) or through me and I'll pass on your message. I and some other Members will be camping again this year from Friday.

Kelso has a website at <http://www.kelso-online.co.uk>.

If you would like to help on one of the runs, or if you can take an additional run, get in touch with **Jim Simpson** or **Alex Rennie** (or through me and I'll pass you on). Updates will appear throughout the year as usual, with details in **BikeBytes**

**Arthur Shepherd**

**MAC RIDER TRAINING RAFFLE**

As you know, SMC Member and MAC Instructor **Neil Stewart** has very kindly donated a full day's MAC training to be raffled to SMC Members. Tickets cost ach and are still available and will be right up to the

draw, which will take place at the next Club Night Meeting on 11 June. Members can buy as many tickets as they wish by sending a cheque made payable to **Scottish Motorcycle Club** for the relevant amount to Alan Graham, 1 Almar Cottages, South Glencairg, LOCHGELLY KY5 8AA. Depending upon the total number of tickets Members buy, the Club may pay for a second day's training so that the winner would receive two full days of training not just one! If you want to ruin my chances of winning and considerably increase your own of getting two days' training, then buy more tickets!

Thanks, Neil, for your generous support.

**Arthur Shepherd**

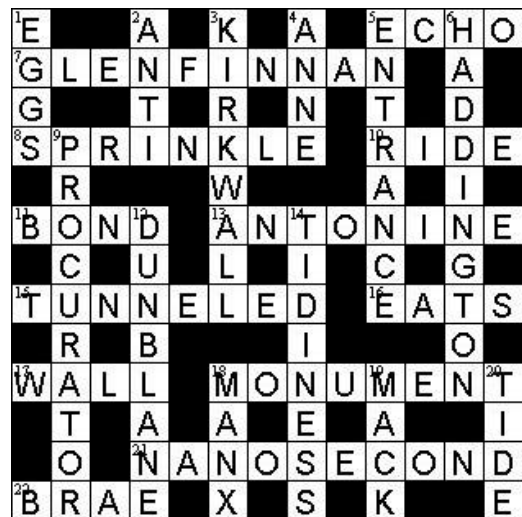
**WEBSITE**

There are quite a few photographs of extremely attractive Members and their bikes waiting to be added to the rogues gallery on our website. Apologies to them for sustaining their excitement at a high level for so long by my having taken a while to get around to it. The more the merrier, however. Watch that space!

Newsflashes have continued to appear quite regularly and Members are making more use of the Forum/Discussion Board.

**Arthur Shepherd**

**Here is the solution to May's Prize Crossword Puzzle.**



The April Prize Crossword Puzzle attracted twelve entries, all of which were correct. The lucky prize-winner (drawn at random from the correct entries at the Club Night Meeting in May) was **Alan Hopper**.

**Arthur Shepherd**

**AMSTERDAM TRIP 1 – 6 MAY 2003****Day 1 Thursday 1 May**

Fortunately we didn't have to meet up at Dreghorn until 11am. Just as well because the heavens had opened and there were flash floods in Edinburgh. I checked the weather forecast for Amsterdam before we left and it wasn't looking too good either, 12 degrees and 50mph winds! Nice lunch at the Buccleuch Arms Hotel in St Boswells, rather upper class for us bikers. The very nice lady at reception asked us to put our helmets behind the desk, she didn't want us to clutter the bar because "they were rather busy". It looked quiet to us apart from one posh git who we thought might have been Buccleuch himself having a long conversation on his mobile phone. We hadn't managed to scare him off. Onward to Newcastle where we met Wayne (boy can he talk!) outside McDonalds. Dougie, who survives on a diet of painkillers for his bad leg had to have a McFlurry fix (a biker with a passion for smarties?...). We checked in with DFDS and Colin and I overdosed on Stugeron, just in case we were sick. It worked for him, he went ga ga but I threw up in the morning. Safely on board I was forced yet again to witness the usual ceremony of tying down of the bikes. Needless to say I lost David en route to the cabin. First domestic... We all had a few drinks with and after our meal and an earlyish night, all, except for Wayne and David that is, who allegedly got fed up watching the "beautiful" dancers and went to the disco, ....enough said.

**Day 2 Friday 2 May**

Arrived in IJmuiden and Terry was waiting for us. It didn't seem like five minutes since the Italy trip. Gentle ride past the bulb fields to Keukenhof, Amsterdam's equivalent of the botanic gardens. Wayne had left his waterproofs on the boat so he and Dougie did a quick return to get them since the weather wasn't looking too promising and they weren't too interested in tulips. I lost David (I need to tag him) somewhere in the hothouses where he was overheating in his leathers (I knew I shouldn't have let him buy that new jacket) he had to go outside for air. Not a good start to the holiday, a missing husband, however I managed to buy a few nice bulbs for my garden.

Funny how men always find their way back to their motorbike but not their wife? He was of course in the car park with his first love. On to the Hotel Breukelen through pretty countryside with very narrow roads surrounded by canals. No scope for error or you would be in the canal. Quick change at the hotel before catching the train into Amsterdam. Unfortunately the weather had followed us from Scotland and the heavens opened once again. David and I went for shelter in the form of an Indonesian ricetafel and a beer in a brown bar. The others went to buy brollies and ventured off somewhere near the red light district. To those other halves, sorry!

**Day 3 Saturday 3 May**

Because of the weather Terry decided to change the planned run to visit the war museum at Arnhem instead. It was an excellent choice. It was fascinating and the woman on the desk put the video on in English so that we could fully understand. There were so many interesting artefacts in the museum and the models were true to life, a bit scary. It was sad to see over 2000 gravestones in the cemetery. I had no idea that so many young people had died, of the 8000 soldiers who went only 2000 survived. We met an old man at the cemetery who had been there and witnessed the planes and parachutes landing which must have been quite a sight.

Back at the hotel Rosalie had arrived and she said when she was a young girl during the war her mother had made her a dress from parachute silk. Another quick change and short walk across the road to the train station where we eventually mastered the art of purchasing tickets from the machine which even Terry found difficult. We had hoped to do a boat trip round the canals in Amsterdam but just missed the last boat. We had another wander round Amsterdam starting off in a pub of course where I had a very large glass of Belgian beer made by monks, can't remember the name but it fairly hit the spot. Alan's turn for an Italian fix this time, at "O Sole Mio" a restaurant he had visited on an earlier trip. Much to the amusement of the other diners we rearranged the tables to suit us. Lots of lovely Italian food, much beer and wine was consumed. Then of course yet another visit to the red light district, ("you have to see it when it is lit up at night") a peer into the banana bar (what do they do in there?) and at the men standing at "les pisseoirs" - the open air toilets in the Leidseplein. Will I ever get a chance to see the Anne Frank or Van Gogh museums? Make a mental note, don't ever go on holiday with a bunch of men again.

**Day 4 Sunday 4 May**

The weatherman got it right this time and the sun came out to play. Lovely trip through the countryside, stopped to see a real windmill. We nearly came off the bike when a cyclist pulled out in front of us, apparently they always have right of way. Eh? The planned route, carefully reccied by Terry by car was supposed to take us over a bridge. However, the said bridge was no longer there, it was demolished and was being rebuilt, so we had to take a slight detour. We stopped briefly at De Rijp, once a whaling port but now a pretty little fishing village to take some photos. On to our coffee stop, no coffee stop, the restaurant was closed! Poor old Terry was taking a bit of flack by then. Just as well I had paid a visit in De Rijp after all, or it could have been yet another comfort call in the bulbfields this time. (for those of you on the Italy trip who recall my most embarrassing moment at the side of a motorway in Germany). On to Volendam. A tasty lunch of something sounding like "housemaid" consisting of three slices of bread topped with whatever. We had a wee walk around

the souvenir shops, it was a bit like Brighton on a nice day. The route back took us past lakes, fancy yachts, big houses and posh cars, I could live here I thought, but I'd need a rich man.

That evening we decided to eat local since it was our last night in Breukelen. What was supposedly a five minute walk according to Dougie and Wayne found us half an hour later in the centre of Brekelen town at the local Chinese. A Chinese and Indonesian banquet for nine was ordered and Terry finding it hard to eat with a fork and knife came out with "it will have to be a hand job". I'm sure he said the same thing when we were in Chiavenna last year! We all enjoyed the food even Dougie with his share, a bowl of soup and an omelette with a few chips thrown in for good measure.

#### **Day 5 Monday 5 May**

"Parting is such sweet sorrow" - Rosalie had to leave to head back home, so we said our goodbyes in the car park, all except Dougie and Wayne who had decided to have a lie in. We set off for Delft en route to the ferry. We passed by some market gardens and lots of greenhouses. I would have loved to stop to buy some flowers! I also recall lots of speed bumps, why? We arrived in Delft in good time and did the touristy bit and visited the factory. I don't think anyone bought anything; it was so expensive, even for seconds. Some beautiful pieces if you had the money. I couldn't have put the vase I wanted on the bike anyway. Plenty of time to feed our faces yet again with pancakes this time sitting outside in the rain at a pretty café in the town centre. Terry's time was up and he had to set off, more goodbyes.

We left Delft, back onto the motorway and to Ijmuiden. Alan missed the turn and we nearly ended up at the caravan site not the ferry terminal. (this was his only mistake I might add). Within seconds Dougie and Wayne appeared. We fuelled up because its cheaper over there, something to do with being tight Scotsmen or we'd spent too much money on drink. The latter I think. We queued up at the ferry terminal with quite a few other bikers either starting off or returning home. We had the same fat controller (the man who signals its ok to get on the boat) as we did for the Italy trip. Its worth going just to get a laugh at him gesticulating, he does different actions for cars, motorbikes and pushbikes.

We got really wellied into the food and the drink on the boat since it was our last night. Great plans were made for the next trip, shhhh. The entertainment was excellent, or maybe in hindsight it was because we were all getting gently pissed.

#### **Day 6 Tuesday 6 May**

Don't you just hate that early morning call, "Good morning ladies and gentlemen". The crossing was fine and I retained my breakfast this time. We were off the boat and over the border in no time, back home already. It was nice to see the hills.

Thankyou Alan for organising the trip and to Terry and Rosalie, when you've finished unpacking in your new home come over and visit us. And to the men who had to put up with me for six days, well done, you didn't do too badly considering it was Amsterdam!

**Helen Macpherson (David hasn't seen this yet!)**

#### **NOVICE RIDE OUT 21/5/03**

There were two fixtures on the calendar for Wednesday 21st May; one was Celtic against Porto (which Celtic lost) and the other was the novice ride out with Neil Stewart, which definitely turned out to be a winner for me. There were Neil, Steve Middleton and me, and that was it! So Neil fitted me with a receiver (Steve was quite happy to follow behind) and I spent a wonderful couple of hours learning about road position, speed, gear selection and cornering.

We took a back route through Stirling and eventually ended up in a car park in Callendar, where Neil regaled us with stories about his time at school there, culminating in his baritone role in the Opera Iolanthe! After that we worked our way back to Stirling Services. Unfortunately I was having a bit of trouble hearing Neil so the ride back wasn't quite so educational. Nevertheless I had a brilliant time, thanks a million Neil. Oh, and by the way I took your advice on the earplugs and I am a complete convert, they're great! See you on the 18th.

**Janet Moss**

#### **GLEN LYON – 1 June – Judy Broad**

Blue skies, 20 degrees, full tank and open road..... Okay, Ronnie, stop dreaming of holidays gone by I hear you say, but no, it's real – 9.30, Stirling Services, on a fine Sunday morning, and as the bikes roll in it's shaping up to be a good day. 19 bikes eventually set off, plus one pillion, with Judy leading and our Arthur on tail-end watch. We set off towards Doune, Killin and the Falls of Dochart, where we parked the bikes for a welcome coffee stop, to find the restaurant ... closed...! This potentially disastrous situation was expertly resolved in a rational and carefully considered fashion by Alan Graham, who used the old 'rapid and constant application of the fist to the door' ploy. After coffee we set off over Glenlyon and onto some of the best roads and scenery that the Central Belt has to offer. Lunch at House of Bruar gave the opportunity for an extra-curricular ride-out for Ruby on the Gold Wing, prompting her to comment that she could have fallen asleep – I tend to have that effect on women- just ask Mairi! After lunch and a photo shoot by Alan for the mag, we headed off towards Aberfeldy and yet more excellent roads, down through the Sma' Glen to

Crieff and a final coffee stop at Powmill to end an excellent day.

Sincere thanks to Judy, and all who turned up to support the day. I look forward to more like it!  
Ride safe,

**Ronnie Howat**

### Ed's tuppenceworth:

What a great day – what 'biking is all about – great roads, good company and fine weather. The highlight for me was along Loch Tummel – forget the Queen's View, remember the roads – magic. Judy kept us going at a good pace and the bends flowed. New member Jerry Dawe brought along his even newer Ducati Multistrada (200 miles up at the start) to turn several members green – see pic 8. Grub and surroundings at Bruar were excellent (pic 7) and what you hope to find at a tourist's restaurant but rarely do.

**Steve Middleton**

### A wee note on Advanced Riding!!

Having been well bitten by the bug after an introduction to Honda MAC by our very own Neil Stewart and surviving the two days unscathed, I duly signed up for a MAC Gold course – brave or what?! This course consists of five days' one-one tuition, with a test day at the end. On T-Day I was met by Mike Stevens and assessed on a morning's ride on town and country roads and motorway. I was well chuffed to gain a Gold pass and encouraged by this, I asked Mike where I could go from here, and if ROSPA could offer me anything. He suggested that I apply for the Advanced Motorcycle test, which I did. Several phone calls and a winter lay-off later I was given a test date for March – only got the bike out of mothballs the week before!

The test consisted of a 45min ride in town and country, and a grilling on the Highway Code and general Road Craft. Against all hope, I gained a Gold Grade pass, and had to go and lie down for a while in a dark room with nothing sharp...!

I would like to send a sincere thanks to the following brave souls without whose help I couldn't have done it...

Neil Stewart for his patient instruction and scintillating jokes (I got him back for these by getting him to assess Mairi's driving!), Bob Crawley for his words of wisdom – some of which can be repeated in polite society- and encouragement. As a result of their help I have signed up as a tutor for ROSPA, so you know who to blame! I'm looking forward to passing on The Knowledge to others, and who knows what's next – the ROSPA Diploma, perhaps??

**Ronnie Howat**

### The Superfast Ferry from Rosyth – a user report

We'd heard consistently good reports. 'The ship's brilliant. Brand new'. 'The food's first class, so are the cabins'. 'Good entertainment and facilities'.

Now the time had come to find out for ourselves. Last Autumn my friend and fellow Scottish Motorcycle Club member, John Mallet, and I had decided to tour Brittany in May 2003. We were looking forward to the trip all the more eagerly because now there was an alternative to a run south of the border to catch a ferry across the Channel to begin our holiday. We could travel from Rosyth, a mere half hour run from home, to Zeebrugge in Belgium on the Superfast ferry service that began in May 2002. Even more appealing was the prospect of only a half hour run home at the end of our trip.

We first asked about booking our trip in November 2002. We wanted to travel out on 16th May 2003 and return on 23rd. Initial enquiry revealed that there was no discount for booking early so we decided to wait and book late in the hope of securing a discount then. The first quote for travel with two bikes and occupying an inside cabin on the ship was £226. Cheaper options would have been either to spend the night in one of the ship's lounges and to forgo any accommodation or to book a couchette, a big, comfy, reclining armchair. We decided that at our advanced ages (John's more advanced than mine !) a cabin would be the best option so that we would arrive in Belgium fully refreshed for the ride south to Brittany.

In March 2003 we came to the conclusion that we were not going to get a discount by booking late so to the Booking Office at Rosyth we went. Travel on 16th and 23rd of May was not a problem but an inside cabin was. They were all booked! Work commitments did not allow us to travel on any other days we had to opt for an outside cabin which is as per an inside one but with a porthole and much more expensive! At the time of booking it is possible to pre book dinner and breakfast on the ship at discounted rate. The cost each for a return trip with our bikes and with dinner and breakfast each way was a grand total of £306 each. So much for saving money by booking late!

While the cost of the ferry was more than we had anticipated we consoled ourselves with the thought that there would be no petrol costs as there would have been had we travelled via England and no long haul home in foul weather. In addition all the reports that we had heard about the ferry and the quality of service were extremely good but all were from car travellers. We had spoken to nobody travelling by motorbike so we could only speculate on how our bikes would be handled when we got on board.

At last Friday 16th May 2003 arrived. Predictably it was raining and we applauded our decision to travel from Rosyth. The ship leaves at 5.00pm each day,

except Sunday, and the trip to Zeebrugge takes 17½ It was just before the last check in time of 3.00pm when we arrived at the terminal and noted immediately that we were in good company. More than a dozen other bikes were already waiting to board the ship and more still arrived shortly after us. Although I never managed to count the exact number there were certainly more than 30 bikes on board on our crossing to Zeebrugge.

All the bikes and bikers were gathered together in the one area to await embarkation and it was little after 3.00pm when our passports and tickets were gathered in, checked and we were quickly issued with boarding passes, cabin keys and meal vouchers. So far very efficient and impressive. Even better, all the bikes were directed to a loading ramp of our own and we boarded the ferry first and separately from the cars. Once inside, staff directed each bike to precisely where they wanted it in relation to mooring points, asked that we leave bikes on their side stands and that's all there was to it. Crew members secured each bike by means of ratcheted straps and certainly their handling of the bikes left nothing to be desired. I heard no complaints at all from any of the bikers on board. (see the straps in pic10 – Ed)

As we had expected, the cabins on the ship are cramped but comfortable and well equipped. (pic 11) Both dinner and breakfast were in the form of buffets with a vast selection of food at each and certainly they were value for money. The bar prices on board were comparable to pub prices but the cost of goods in the shops was through the roof. The casino that had been advertised as being on board turned out to be no more than a few slot machines !

Although it had been expensive, the cabin at least allowed the two of us a good night's sleep which was more than those who opted to stay in the lounges overnight managed.

Our arrival in Zeebrugge was almost two hours late and it was as we disembarked that there was the only minus of the ferry trip. Each bike had to negotiate a steep, metal ramp that had been designed for cars, certainly not for bikes with a smooth surface that invited disaster before the trip had properly started. All negotiated the ramp safely but the return trip saw us have to go back up the same ramp that we had had to go down on arrival.

Our return trip was every bit as good as our outward journey had been. I counted a total of 43 bikes on the ferry so it is being well used by the biking fraternity !

Would I use Superfast Ferries again? Most definitely, but hopefully at less cost than first time round. As for touring in Brittany, if you go in May make sure that you take your waterproofs. We got one dry day !

**Tom Barker**

## AUTOTRANS VISIT – 24 May

Ten members signed up to visit Ewan Montgomery's DynoJet dynamometer for a diagnostic run and discussion of the technicalities of fuelling of 'bike engines and the effects of carburettor and fuel injection changes on efficiency and power. Ewan had impressed me with his easy manner and clear explanations at the club night back in April when he kindly extended the invitation to this visit.

The bright clean workshop is purpose built to house the dyno and the facilities to service, adjust and develop all manner of motorcycle. I saw bikes ranging from BMW F650 Funduro to a GSXR1000 race bike, and Ewan has an old Kawa Z900 round the back. So my 1984 CBX750 didn't feel too out of place as it went first up the ramp and Ewan strapped the front wheel in and adjusted the position so the back wheel drove a drum set into the bed of the machine. Ear-cans were issued for the spectators, the fans switched on for air in and exhaust out, and off we went with a "sniffer" up the tailpipe to sense the Air/Fuel ratio (see pic 1). A few runs through the full rev range and the basic power curve was established and shown on the computer screen. Ewan was impressed with the clean if slightly rich fuelling and ran some more tests with the road speed held constant with different throttle openings to check how it behaved. A comprehensive discussion ensued (pic2) over the variations and interpretation of the curves on the screen, and I was presented with a printed copy of the power curve. Ewan backed the bike down the ramp with great expertise and replaced it with another.

I retired to the outer workshop (pic 3) to digest it all and look over the wide range of service and other supplies available – a full range from Motrax, EBC brake pads, excellent deals on quality clothing, plus various exhaust systems, lubricants and more. Of course he has a full range of the DynoJet products from the traditional carb. kits to the Power Commander used to fine-tune injected bikes.

Iain's tuned Yamaha YZF1000 Exup (front of pic 4) was the one that really showed the value of a dyno – it produced 135bhp but in getting there the power curve went up and down a few times, the air/fuel ratio was all over the place at low revs and the bike was the same – bouncing about on the drum at around 2000 revs as the power was varying so much!

Gordon's FJR1300 also gave 135bhp, Trace's Africa Twin gained the best fuelling commendation, Brian's RF900 did well at 120 with a slightly iffy bottom end, and two Pans were separated by 4 years of age but less than 1bhp.

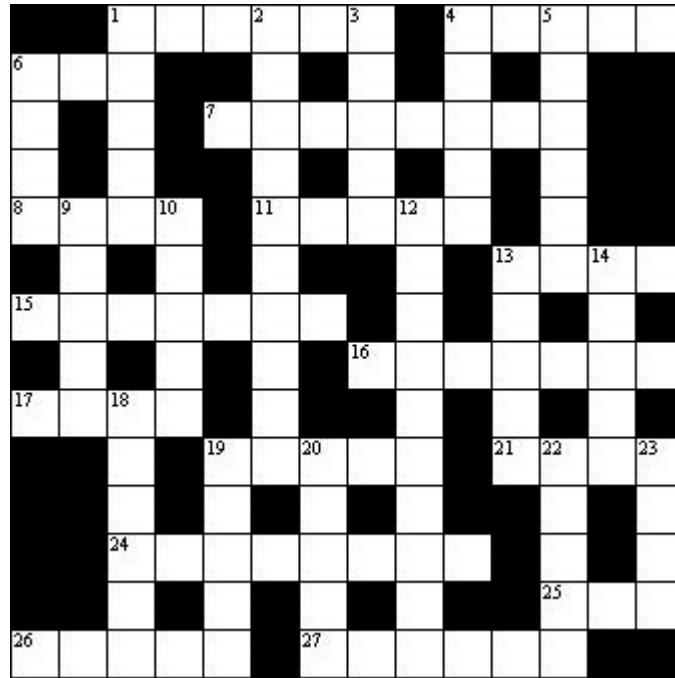
Many thanks, Ewan, for your generous invitation and warm hospitality.

**Steve Middleton**





# June prize crossword puzzle



*Another Prize Puzzle, this time composed on the plaster encasing my leg after falling down stairs. Some memories of SMC Runs in this month's answers. Sue*

**Across**

- 1. Frozen finger? (6)
- 4. Curved cavalry sword (5)
- 6. Long-leaf lettuce (3)
- 7. Junction on the Edinburgh City By-pass, frequent meeting place for SMC Runs (8)
- 8. What a hen does with its eggs (4)
- 11. Famous brand of petrol (5)
- 13. Farm building (4)
- 15. The Harrods of the North (7)
- 16. Scottish Book Town in the extreme SW (7)
- 17. Heavenly body (4)
- 19. Employing (5)
- 21. Nickname for a citizen of the USA (4)
- 24. Out of date, no longer of use (8)
- 25. Scottish pop-star, Midge --- (3)
- 26. Examination of accounts (5)
- 27. 16 of these make up one pound (6)

**Down**

- 1. Scottish island off the SW coast of Jura (5)
- 2. Bottle openers (10)
- 3. Bird of prey (5)
- 4. Small seat (5)
- 5. Yellow tropical fruit (6)
- 6. Another Scottish island, this one is a neighbour of Tiree (4)
- 9. Watchful, vigilant (5)
- 10. System for underwater detection (5)
- 12. West Lothian 'new' town (10)
- 13. One-room agricultural cottage (5)
- 14. The mountain ash (5)
- 18. Aberdeenshire home of the Grampian Motorcycle Convention (6)
- 19. Distressed, shocked (5)
- 20. Eskimo's home (5)
- 22. Eastern county now part of Tayside (5)
- 23. Narrow channel between islands, or island and mainland, such as at Lochalsh (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