



Scottish Motorcycle Club

BikeBytes

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June 2004

Volume 5 Issue 6

WELCOME

We welcome two new Members to the Scottish Motorcycle Club this month. They are **Malcolm Kinross** from **Dunning** (that lovely old place north of the Ochils between Yetts o' Muckhart, Auchterarder and Bridge of Earn, well-known to Members - in fact we were there on Steve's Run to Crieff and the Trossachs last month) who rides a Yamaha FSZ600 Fazer and **Donald Cook** from **Kirkmuirhill** (which is in South Lanarkshire between Strathaven and Lanark) who has a Honda VFR750 and an MZ301. We hope that you enjoy our runs and joining in our other activities, and make some new and lasting friends - after all, that's what membership of the SMC is all about! We also want to hear your ideas and suggestions.

The number of Members is now 124.

Arthur Shepherd

MAY 2004

Last month was the worst month in the history of the Scottish Motorcycle Club with the sad news of a tragic fatal accident in Ireland claiming **Joe Bieniowski** of Midcalder on his Yamaha R1. Joe was riding with a group of friends, including SMC Member **Jimmy Harmer**. Joe joined the SMC at the very start, was previously a member of Scottish HOC, and was well-known to very many people. Members of the Scottish Motorcycle Club send their sympathy to his wife and family. We sent a simple card and were represented at the funeral by several Members, including our Chairperson **David Jerome**.

May also saw other Members involved in nasty accidents while out on their bikes. **Katharine Jackson** (our Meetings Secretary, from Linlithgow, Suzuki SV650) received hospital treatment after an accident near her home one evening but had recovered enough to come (on crutches) to the May Club Night Meeting where she was able to take the Minutes. She has lost her bike. On behalf of SMC, I sent a card and a cheeky e-mail to cheer her up, and phoned a couple of times (all of which probably significantly prolonged her recovery time) and I know that other Members sent encouraging things. Get completely well soon!

Eileen Sharp-Wilson (Newtongrange, Honda VT750DC) was knocked off her bike by a hit-and-run driver one evening on her way to the gym and

sustained a broken pelvis and hand, with severe bruising. She also has lost her bike. On behalf of SMC, I sent a card and another cheeky e-mail (and other Members sent good things too). The fact that this accident was solely caused by someone who not only failed to stop but made off and who cannot be located has made the consequences all the harder to bear, partly because there is no-one to claim against.

You may recall that Eileen and Laurence Maher gave us a talk and slide presentation on their mammoth John Muir Trust Trail hike last year, and she had been planning to complete the other half of the trek next year - she had started training and that's why she was off to the gym with husband, Brian. I visited her earlier this week and I was pleased to find her in pretty good form (see photo) and confident of making a full recovery, although there are concerns about her ability to carry all the kit required for such a long and gruelling hike in such arduous conditions.



You may also know that Eileen lectures on sugarcraft and is in business making the most unbelievably beautiful decorative sculptures I have ever seen. She showed me some examples (see photo) but she can't at the moment work because of the injuries to her hands. We hope you are fully recovered very soon and that the culprit is caught and punished.

Finally, the month ended, but with news that **Jim Semple** (Larkhall, Honda CBR1100XX Blackbird) had had an accident in Germany which left him in hospital with a broken pelvis. He is expected to recover completely but it will be a few weeks before he can return to Scotland. His nephew was riding

Contact for Scottish Motorcycle Club:

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

Tel: 0131 441 3548 Mobile: 0773 00 66 99 6

E-mail: secretary@scottishmotorcycleclub.org.uk

Website: www.scottishmotorcycleclub.org.uk

pillion but very fortunately was not so badly injured. He also has lost his bike. Ronnie Howat is visiting him in hospital. As soon as we have them, Stewart will post contact details on the website and Steve in [BikeBytes](#). We wish Jim a speedy return to his normal rude health, and send our thoughts and support to his partner, Elaine

Arthur Shepherd

PICTURE SECTION



DUNS AND ST MARY'S LOCH

We had a Run scheduled for Tuesday 25 May, the day of Joe Bieniowski's funeral. We thought about this very carefully and I talked to several Members to seek their opinions too, notably Jimmy Harmer who was/is very close to Joe and his family, and Jim Simpson whose Run it was. But others too. Everyone I spoke to thought it should go ahead ("That's what Joe would have wanted" was a typical response) but you can blame me if you don't agree that a Run should have taken place that day. Joe was remembered and mentioned quite naturally several times during the outing, so it was like a Joe's Memorial Run.

Having made sure that the SMC was well represented at the funeral, I decided to remember Joe by going on the Run, and support Jim Simpson and Alex Rennie for all their hard work in putting together a mid-week Run. Not many people can manage a run on a Tuesday but, when Chairperson David Jerome had earlier referred to it as a Pensioners Run, I quickly corrected him in deference to the Organiser and all the other possible participants suggesting Shift-Workers Run instead!

We left Dreghorn Services at 10am and, even though I stay just round the corner, I managed to be there in time! There were six of us, all riding solo. As well as Jim (ST1300 Pan European), Alex (GSX1400) and me (what is probably the best bike in the world), there was Charlie Guthrie and John Branney (both VFR800 VTECs) and a friend of Jim's from his work, John Bates (ZRX1200). The weather was quite reasonable although a bit cool and it seemed to get cooler during the morning - but it was DRY!

Our route took us eastwards along the Edinburgh



City By-pass for a short way and then along some of my favourite country roads heading on towards Pencaitland, Gifford and on to the Lammermuirs. Lovely roads and not too much traffic once past the roadworks approaching Dalkeith. Today, we were able to enjoy the scenery more than on other days I've gone that way, sometimes in either high mist or low cloud but not today! Dipping briefly down through Longformacus and then descending smartly towards Duns, we were looking forward after only about 40 miles to the stop for coffee and biscuits, which was nicely served to us in the White Swan in Market Square. Meal stops and chats are an important SMC tradition!

During coffee, Jim told us that he had bought a pair of specs from Joe some time ago but had lost them somewhere at home. He had looked for them from time to time but had never found them. So, the other day, a day or so after having heard the sad news, Jim had said "I'm going to look again for those specs that Joe made for me but this time I'm going to ask Joe to help me find them." Joe found them.

After Duns, it was by Greenlaw, Gordon, Earlston, Newton St Boswells, Melrose Selkirk, along Yarrow Water and round Ettrick Forest, past the Gordon Arms Hotel and on to Cappercleuch by St Mary's Loch for our lunch stop. [Pic # 1] Glen's Cafe is great and a very popular restaurant with bikers, more so now than the nearby famous and picturesque Tibbie Shiels Inn. Home-made soup, bacon rolls and tea are favourites but they do all sorts of stuff and the

prices are fantastic value good for pensioners and shift-workers alike! They have good views over the loch, armchairs and newspapers if you want to dwell, free internet access if you want to surf, and outside tables for when it's warmer than it was that day! I can get there quite easily from home and it's a very nice run.

Indeed, Jim's route back was the one I often take! To Innerleithen (for a fantastic ice-cream), and then the lovely favourite road through Glen Tress past Heriot with its eventual magnificent gradual descent from the Moorfoot Hills to the surrounding flat plain at Middleton (yes, another Middleton)! Then it was everyone back to my house for tea and cake sitting in the sunshine. This is no Little Chef with fancy prices and indifferent service, oh no! Well, the service is the same but the prices are quite reasonable.

Thanks to Jim for the concept, organisation and leadership, to Alex for the backup and his usual excellent support, and to everyone for their company and just for being nice. A great day out, fun but sensible with it!

Arthur Shepherd

THE DÉJA VU RUN – BY THE “TAIL GUNNER” (Steve M's Crieff & Trossachs – 23 May)

Well what a day! Sun shining, 26 shiny steeds in Stirling Services, 21 of them even before Steve got there to give us his master plan on the table complete with map and tacks.

We set off 10am sharp out towards the Hillfoots and on to Yetts O'Muckart and down a decidedly dodgy surface towards Dunning where we enjoyed an early pit stop in glorious surroundings. [Pic #2] It was quite a sight for the locals to see 26 bikes in the town square and we drew admiring glances from not a few of them.

Suitably refreshed and back to the bikes, which still had a few of the locals drooling, it was pointed out to me by the Beadle of the church that not a sound was heard from our group and likewise the hotel was well impressed that we had collected the money for teas etc., and anytime we were in the area we would be more than welcome (well done to all at SMC -positive publicity).

Onwards we set off to Crieff then over the Culty Braggan road from near Braco to Comrie. So far I, as Tail-Gunner, have not seen the lead bikes once but it is without doubt that the DROP OFF system does work. At no time was anybody in danger of getting lost. After a brief nicotine and toilet stop (*called by John himself! – Ed*) at St Fillans it was along the road to Lochearnhead and up and over to Killin for lunch, - nice lunch (shame about the service) Jerry D and John B met us here. We were now 30minutes late leaving as we set off down Loch Tay to Aberfeldy - great stretch of road - and then through the Sma' Glen to Crieff - even better bit of road. At this point

we lost a couple of part-timers (probably the ones with beak marks on their back).

This time we set a course for Loch Earn on the direct route but again we had the nicotine etc. stop at St Fillans. At the top of the loch we set off South towards Callander, only half way down Loch Lubnaig to get stopped by traffic at a standstill, and reports by north-bound traffic that the road was closed. It was clear we were in danger of doing Loch Earn for a third time! We turned and pulled into a layby to gather our thoughts and one of the group made a call to ascertain that the road was about to reopen (thanks Tom), however in keeping with the tradition of the day we set off down the side of Loch Lubnaig yet again. The accident involved two bikes, so it is no surprise that the boys in blue keep on top of this road. We turned off at Kilmahog to Loch Katrine only to find at 17.10hrs the cafe closed at 17.00hrs (nice one Steve) however yet again we doubled back to the access road end and onto the road to Aberfeldy then back to Stirling for about 6.30pm. It was a long day but most enjoyable, thanks to all who participated. Without the company it would not have been as enjoyable.

PS I positively loved it when the cruisers were dropped off from the front because they were in front of me then, and I loved the exhaust tone from them.

John Mallet

COMMENTS OF A RUN LEADER

John's report of the success of the Drop-Off system was felt by me up front too. I was less anxious about losing the bunch or it getting split, but we made several catch-up stops to recompact the group (and let John catch-up on his nicotine intake – how many people do you know can smoke while still wearing a full-face helmet?).

In total we had 27 bikes and one pillion involved, but not all at the same time! Is this a SMC record?

The bike crash remains were a sobering sight, and I suspect the police deliberately left them at the side of the road as a warning. Unfortunately the lead car of our bunch slowed dramatically to take a gawp and brake lights came on all the way back down the line until we were almost stopped – seems a bit counterproductive to create the conditions for a series of rear-end shunts.

New bikes on display for the first time were Mike O'Neill's Guzzi V11, Colin Stewart's BMW R1150RT and Tommy Taylor's CBF600.

The three Cooks were out in force, with the youngest Alan now graduated to a VFR800.

Thanks to members for their company, to John for support and to the Man Upstairs for the weather. 200 good miles.

Steve Middleton

NEXT MEETING

The next Club Night Meeting is on Wednesday 9 June 2004 in the Black Bitch Tavern, 14 West Port, Linlithgow, and will start at 8pm.

Arthur Shepherd

RUNS AND EVENTS

There are a couple of changes to the Calendar of Events for June Runs. (Note that the latest version is available at all times on the website.) David Jerome's East Lothian Run will now take place on **Thursday 10 June** (not Friday as originally scheduled) departing from Dreghorn Services at 7pm. Expect to cover about 80 miles.

All the reservations are made for my Shetland Simmer Dim Rally 16-21 June and my camping gear (which was tested again last month on Ronnie Taylor's Keswick Camping Weekend) is all looked out and ready to go. (The next camping outing will be to the BMF Kelso Bikefest in July.)

Colin Stewart's traditional Chip Shop Run takes place on **Friday 18 June** leaving from Kinross Services at 7pm. A decent fish supper is promised and this will reward you and set you up nicely to cover the total of 80 miles or so back to Kinross.

The Dunoon Run on **Sunday 20 June** will be about 200 miles and will be led by John Mallet (not Tom Barker), departing from Stirling Services at 9:45am. Details are on the website and are also available from John or me.

On **Sunday 27 June**, John and Janet Moss will take us from Dreghorn Services to the Borders and back.

A reminder now about the **BMF National Rally** on 3-4 July. One or maybe even two SMC Teams organised by George Cruden will be entered. Details from George.

You'll see elsewhere in this issue (below) an announcement from Alan Hopper that his **Trip to Germany** on 12-19 September will now be a Scottish Motorcycle Club event (rather than a Buzz Off tour) with a consequent price reduction!

Thanks to everyone who has already volunteered to organise a Run. There are still some slots to fill, so contact Events Co-ordinator Gordon Macmillan on 01506 495 256, mobile: 07715 137 419 or e-mail events@scottishmotorcycleclub.org.uk - or catch him at a meeting, with your suggestions and offers of help - or for a chat about some of your ideas. New Members: please note!

Arthur Shepherd

GERMANY 2004

As most of you will know, I have run tours abroad for a number of years both at club level and for my own tour company, Buzz Off. The next continental tour is

to Germany, visiting Berlin and Colditz with the possibility of a trip into Poland as well.

I have decided on this occasion to offer this one as a club trip which has the advantage for club members of being cheaper this way than it would otherwise be, by about £40pp. This is because the 3rd party insurance liability will come under the club's existing policy, at a much cheaper rate than I have to pay (and pass on) as a Tour Operator.

The tour leaves on **Sunday 12 September** with an overnight crossing from Newcastle to Amsterdam (cabins with facilities) and returning via Hamburg Cuxhaven to Harwich the following Sunday.

Accommodation is on a B&B basis except on the ferry and the evening near Colditz when dinner is included. There are 3 nights in Berlin, with the price including a city bus tour and the visit to Colditz Castle. There is also an optional day run from Berlin into Poland's Wolinski National Park. Distances range from around 140 mls a day to a couple of 300mls+ days, including some motorway riding. Detailed route notes are provided to allow you to vary the route or pace to suit yourself if you prefer that.

The club price would be £509 per person assuming a couple on 1 bike and sharing accommodation or £539 per person for single rider with bike but again sharing accommodation.

Anyone interested, please get in touch with me as soon as possible either by e-mail on hopper@buzzoff.freeseerve.co.uk or by phone on 07860 506188.

Alan J Hopper

HONDA TEST DAY - 26 MAY 2004

It's that time of year again when Honda UK take their test fleet around the dealers, not being one to refuse a free go on a new bike I decided to take a couple for a run. The bikes to choose from were Goldwing, VTX, Pan European, CB1300, Fireblade, CBR600 and the new CBF600 so last week when I was in Devine's I booked a ride on the new Fireblade and CB1300.

First up was the Fireblade. The first thing you notice is how small it is (pardon - the bike that is!) it's tiny and very light; well it is compared to my VFR.

Unfortunately you only get 30 minutes so it's not much time for a proper test ride, the bike went and handled brilliantly with plenty of power. The only problem is I'm not used to that style of riding and would need an Osteopath after a day in the saddle (or is that just age?).

Next up was the CB1300. [Pic #3] The weight is the first thing you notice on this bike especially after the featherweight Fireblade, but the weight disappears once on the move. This bike has plenty of torque and good handling; above 60 mph the wind blast starts to

blow you about, a screen would help to make it more comfortable for motorways as you could sit on the comfy saddle all day.

After the tests the Honda staff ask you to fill out a form wanting to know any good or bad points. My only complaint is that 30 minutes is too short a time so hopefully we'll get longer next year.

The British Super Stock Champion Karl Harris's CBR 600 was there on display - unfortunately they wouldn't give me a test ride on it. Can't think why.

John Branney

MOTORBIKE CAMPAIGN LAUNCH – press release

Lothian and Borders Police are launching a crackdown on speeding bikers with officers patrolling the region's roads on unmarked police motorbikes.

It is the first time the force has used unmarked police motorbikes as they bid to reduce the number of crashes involving motorcyclists.

Over the past three years there have been 806 crashes involving motorbikes on the roads in the Lothians and Scottish Borders which has resulted in 232 serious injuries and 20 deaths. The number of people killed has increased in the past three years from four in 2001, to seven in 2002, to nine last year.

Superintendent Colin McNeill, head of Lothian and Borders Police's traffic branch, said they hoped the campaign would get the message across to those motorcyclists who break the law that they are risking their lives and those of other road users. He said: "The number of deaths of motorcyclists in our region has increased for the last three years and it is a worrying trend which we are determined to try and halt.

"Motorbikes make up a small percentage of traffic on the roads but that is not reflected in road crash statistics where they feature quite prominently. "Some bikers think they are immune from the law but they are not – we enforce the law very strictly when it comes to traffic offences especially speeding. Just at the weekend (Sunday afternoon) a 41-year-old man was stopped on his Suzuki motorbike on the A703 in Peebleshire having been detected travelling at 121mph – that is just plain madness.

We have not used unmarked police motorbikes before but our concern at the high amount of crashes involving motorcyclists means we feel we have to do everything in our power to reduce this figure. "This is the time of year with the lighter nights and warmer weather when motorcyclists start to get their bikes out and use the roads more frequently. The ultimate aim of campaigns such as this one and Bikesafe Scotland is to reduce the number of motorcyclists who are injured on our roads."

Supt McNeill added that another area of concern for police is the number of motorcyclists aged in their

40s who have recently bought powerful bikes having not owned a bike for many years.

He said: "These motorcyclists are a 'new' generation who perhaps have not owned/ridden a bike since they were in their late teens or early 20s. They now have the money to go out and buy powerful bikes which they are not used to riding and this can often be a factor in crashes."

The campaign will run until the end of September with two particularly high profile enforcement weekends. They are July 17th/18th when the British Motorcycle Federation show takes place at Kelso and July 3rd/4th when the British Superbikes race takes place at Knockhill, Fife.

Ed sez : you have been warned – and some of us have seen the effort and resources the Central force has available, at the Green Welly last month.

TRADESMEN WORTH THEIR SALT.

I recently had a body panel re-sprayed; the quality is good. I thought you could spread the word.

Colin Hutcheson, auto body repairs,
Clubhouse Garage
5 Balcarres Street, Tillicoultry, FK13 6PN
phone 01259 572584, mob 07771 81497

Dave Marriott

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



Stop Press:
--
WANTED
--
Paddock stand
for my
trailie
rebuild
– Ed. Steve,
contact in
page footer

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

PROUD DAD BIT.

Ed's son Martin has done Direct Access straight to SV650 ownership down in London – but brought it up for Dad to have a go. Nice one, son. **Steve M**



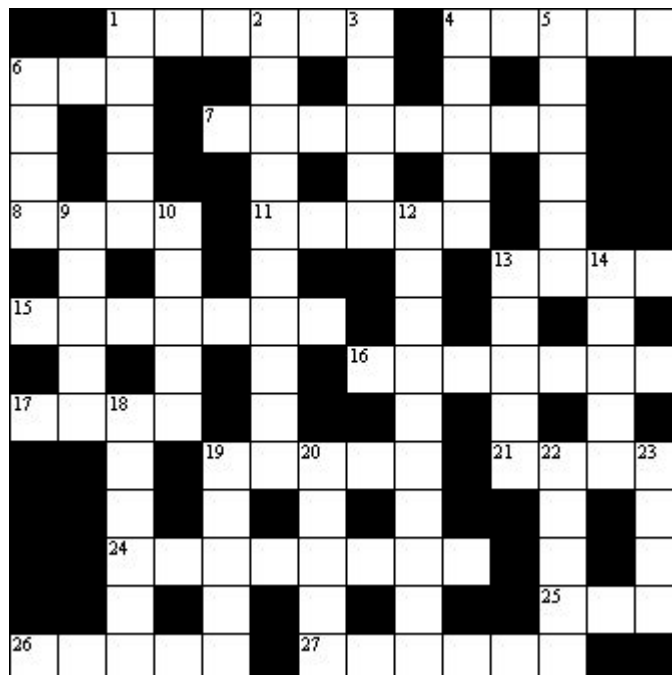
Arthur Shepherd



June prize crossword puzzle



Crossword and clues compiled by Arthur Shepherd.



Old Art is getting excited about his SMC visit to the Northern Isles this month to celebrate the solstice and so there are quite a few references to some of the things we are going to see and do on this trip.

Across

- 1 *and 6 Across*: See this on Old Art's Shetland trip (6, 3)
- 4 Aquatic fish-eating mammals with webbed feet and fur, abundant in Shetland (5)
- 6 *see 1 Across*
- 7 *and 16 Across*: Group of more than 100 isles including Muckle Flugga (8, 7)
- 8 This island on our way to Unst cries out! (4)
- 11 Got a 3-par hole two under par! (2, 3)
- 13 She became famous in Tutti Fruity and has since starred in many films, sometimes with her mother (4)
- 15 Capital of *7 Across* (7)
- 16 *see 7 Across*
- 17 Jura and women have them, Glencoe only has one (4)
- 19 He does a fantastic job on our *12 Down* (5)
- 21 Portable light source, once using oil or acetylene but now electricity (4)
- 24 Girls in these aren't after catching a haddock! (8)
- 25 Edible kernel of a dry fruit or seed; hexagonal metal cylinder with a threaded axial hole (3)
- 26 Paddling one to Shetland is not recommended and there'd be no room for the bikes! (5)
- 27 Features prominently in 10 June elections (6)

Down

- 1 Of slight dimensions (not me, of course) (5)
- 2 An outer garment with sleeves, made with wool from Angora goats (6, 4)
- 3 Relative size or quantity; proportion; gearing (5)
- 4 Having legal adult status (2, 3)
- 5 Boredom, lack of interest - not found on SMC Runs! (6)
- 6 Flat-bottomed boat with high flaring sides and a sharp bow (4)
- 9 Injection of liquid into the intestine from the bottom, as it were (5)
- 10 Largest island in the Outer Hebrides (5)
- 12 Ours is brilliantly looked after by *19 Across* (is this a circular argument?) (10)
- 13 Electronic message, usually requiring *14 Down* (5)
- 14 Electronic device to connect computers by telephone for *13 Down* (5)
- 18 Bright-billed, white-faced, red-legged seabird, 1/4 million on Shetland (6)
- 19 This Quattro is definitely female, rocks and isn't German (but her Z has flipped, I see - sorry) (5)
- 20 He used to drive the fastest milk-cart in the West but then got into the premium computer business! (8)
- 22 Single, solo, unaccompanied (5)
- 23 Pre-Celtic Scot; Robbie the ---- is against the Skye Bridge Tolls (4)

Write your name here:

.....

Send the completed puzzle (or your best attempt if you can't quite finish it) before the end of the month for entry into the £10 prize draw to:

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