Scottish Motorcycle Club

BikeBytes

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September 2004

Volume 5 Issue 9

WELCOME

We have another three new Members to say hello to and welcome to the Scottish Motorcycle Club this month. They are **Elliot Beattie** who lives in **Edinburgh** and rides a Triumph Trophy, **Brian Cotter** from **Edinburgh** who rides a Kawasaki ZXR400L, and **Brian McInally** from **Carluke** who rides a BMW 1150RT.

I know Elliot from EDAM so it's particularly good to have him join a proper bike club! Brian C and I met at the Simmer Dim Rally in Shetland, at the last Club Night Meeting, and again at 1:45am on an Edinburgh bus on a Saturday night/Sunday morning! My, how that lad gets around! Brian M has been thinking about joining for ages so it's particularly good to welcome him at last! We all hope that each of you enjoys belonging to the Scottish Motorcycle Club for a very long time, makes lots of new friends, and joins in all the fun!

The total number of current Members is now 135.

Arthur Shepherd

NEXT MEETING

The next **Club Night Meeting** is on Wednesday **8 September 2004** in the Black Bitch Tavern, 14 West Port, Linlithgow, and will start at 8pm. **Colin Hart** of **Forth Gear** at South Queensferry will be our Guest Speaker.

Arthur Shepherd



Arthur Shepherd's "*probably the best bike in the world!*" Deauville - read about his various "trips" inside.

RUNS AND EVENTS

On **5 September** we have **Hamish Davidson's & Alex Rennie's** run to **Braemar & the Grampian Motorcycle Convention**, Alford, Aberdeenshire to look forward to, departing from **Kinross Services** at 9:30am sharp.

Now, I know all about this because we used to live quite near and I went to it every year - and many of you will remember previous visits and may even remember my Shepherd's Sixties Shenanigans Weekend in 1996! But, for those of you unfamiliar with it, here is some information.

First, you should definitely come on this one! Alford is about 20 miles WNW of Aberdeen and the route there and back will be through spectacular scenery on great roads. The Convention is really an open-air bike show with loads of bikes, demonstrations, classic bikes (hear and see them riding round the racetrack as well as on display), moped mayhem, club stands and parade, trade stands, etc. It is held beside the Grampian Museum of Transport, which is also very well worth a visit. You may find it a bit much to do both on one day but they usually give out discount vouchers at the Convention that you can use at the Museum either that day or during the following month, or so.

There is also a very good Agriculture/Farming Heritage Museum nearby for those that prefer that sort of thing to bike things. There is a miniature railway just outside the Convention too, and a country park where you can camp. So there is quite a lot for all the family to do.

Useful tip: the food at the Convention is the usual stuff at the usual prices. I get a pass-out and go to one of several pubs across the road where you can sit and relax, enjoy your soup and roll, or sandwiches, or whatever, all bought at normal pub prices. There is also a good chippie adjacent to the bike/car park. The pass-out gets you back in to the Convention when you feel like it.

This will be one of the shortest runs for **Tommy Taylor** from **Aberdeen**, unless he chooses to join us at the start as he usually does, even when we're heading his way!

Alan Hopper's German Tour takes place **12-19 September**. If you haven't booked but

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suddenly find you could go, phone Alan (see Contact List) or me urgently because you never know he may be able to take you at short notice due to a last-minute cancellation.

On **Sunday 19 September**, departing from **Kinross Services** at 10am, Alex Rennie will lead his now traditional **Sin City Wine Run** - to Kirriemuir, of course, where else? This favourite annual event involves an interesting (and somewhat indirect) route from Kinross Services to Kirriemuir. At the start, Members can estimate what mileage we will cover on the Run to Kirriemuir (hint: be guided by the times) and the person whose estimate is closest to the mileage recorded by the Back Marker's bike will win a bottle of wine, selected and provided by Alex himself!

Next month, on **Sunday 17 October, David Jerome** is arranging a run down to the **Classic & Motorcycle Mechanics Show** at the Stafford County Showground. The run will leave **Abington Services** at 09:00, will be at least 450 miles, and we will not get back until about 21:00. The plan is to be at the show for 12:30 and leave at 17:00. More information about the show can be found at http://www.classicbikeshows.co.uk Anyone wishing to go, contact David Jerome on 01506 464 122 or e-mail chair@scottishmotorcycleclub.org.uk (or me and I'll pass it on) beforehand, so that he has an idea of numbers.

We have **Alan Hopper's** visit to **Concorde** in October, **John Branney's** trip the **NEC Bike Show** in November and **Bob Crawley's Christmas Party** in December to look forward to - plus the other runs that you have been thinking of organising but have yet to tell us about! We need more Runs to complete the Calendar for this season, so contact Events Co-ordinator **Gordon Macmillan** on 01506 495 256, mobile: 07715 137 419 or e-mail events@scottishmotorcycleclub.org.uk with your suggestions and offers of help. Gordon has been very busy at work recently so, if you aren't able to get through, contact me and I'll be able to pass things on to Gordon for you. Thanks to everyone who has already volunteered to organise a Run.

Arthur Shepherd

CLUB FUNDS

The question of using some of the SMC funds needs some thought. We have always considered it prudent to maintain a reasonable balance in hand in case of emergencies. One of the factors that we took into account was that we were very fortunate indeed in having *BikeBytes* printed free by Steve. This would be a considerable expense if we had to pay for it again. Nevertheless, I do appreciate that some Members have legitimate concerns about the size of the balance at the end of each year and so we should consider sensible proposals for expenditure.

Any proposals must be in accordance with the Club Rules and Constitution, in particular:

9.6 Funds resulting from an excess of income over expenditure are to be used for the benefit of the Club and/or all Members or may otherwise be retained in an interest bearing bank account, held in the name of the Scottish Motorcycle Club, for such future use.

The present balance is about £1500 (with most of the Financial Year's income received but only half the Year gone). In the past, we have bought a banner for Club Stands (which now needs updating), a televideo player, laminator, guillotine, videos and a MAC day. Please think about some ideas and specific proposals, and be ready with them at the October Club Night Meeting. We cannot, however, give money to charity or individuals

Is there some piece of equipment that would be useful to us? Should we buy bike-to-bike radios for Runs (not everyone likes using radios or fitting them to helmets, they are prone to suffer from wind-noise depending upon head-shape, helmet, screen, etc, and the best are very expensive)? Should we have prizes for the most Runs attended in a year? How about a DVD player and some DVDs for the Video Library? Or some First Aid courses? What about some MAC instruction or IAM Advanced Riding courses that could be won as prizes in raffles open to all Members and able to be taken at locations convenient to the winners?

The suggestion of a possible reduction in next year's subscriptions could be considered at the AGM but I would rather favour a small credit of say £1 being given to existing Members at renewal time towards the following year's subscription.

Your ideas would be very welcome. Please send them to me by letter or e-mail.

Arthur Shepherd

HOLIDAYS IN SOUTH OF FRANCE

We have just bought a wee hoose in the South East of France, 35 minutes north west of Montpellier, in the Herault District, in a beautiful wee village called Cabrieres. Fabulous biking country and in the middle of the wine growing region too!

Would anybody in the Club be interested in renting it for holidays? Approx £275 - £325 per week (depending on time of year), sleeps up to six on beds! Need to bring own towels, food etc. Bedding and all other amenities supplied for six people, eg washing machine, fridge, crockery, etc, etc. If you'd like to know more, or see some recent photographs, e-mail me on eileenshrp@aol.com or phone me (I'm in the Contact List).

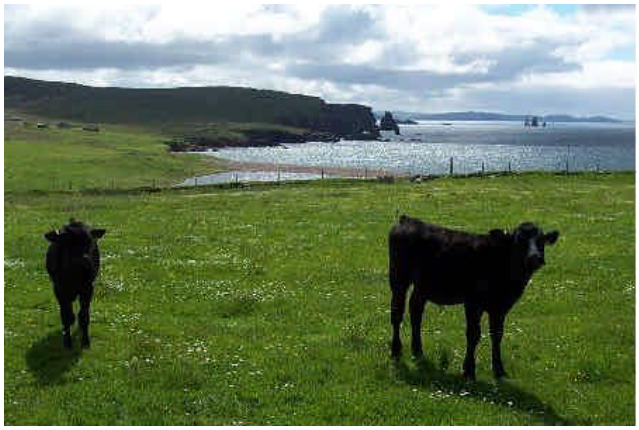
Eileen Sharp Wilson

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OLD ART'S SHETLAND SIMMER DIM RALLY RUN – PART 3

Saturday: We decided to forgo the bar opening at 11am, the buffet lunch (it was good), the visit of the Jarl Squad, and the scheduled "silly games" in favour of another SMC run, this time to the north-west of the Mainland, called Northmaven. Our route today took us west to Voe and then, skirting along the shores of Olna Firth, to Brae, on past standing stones by Bight of Hoggrister and across the interestingly named Mavis Grind (the narrowest isthmus on Shetland (130m) between the Atlantic Ocean and North Sea). Now we were on Northmaven, almost an island. We continued north and then west to Hillswick and Eshaness, as far west as you can go on this promontory and famous for its spectacular basalt lava cliff scenery, puffins and other sea birds.

Photo 588: Just west of Hillswick on the road towards Eshaness, looking S towards The Drongs and across St Magnus Bay with (left to right) Muckle Roe, Burrafirth and Papa Stour in the distance.



Between Hillswick and Eshaness, the road goes along the north coastline of St Magnus Bay and provides extraordinary backlit views to the south of The Drongs (huge vertical stacks like dragons' teeth out to sea), the indented coastline with Muckle Roe, Burrafirth and Papa Stour in the distance. The friendly little museum (no charge) at Tangwick Haa should not be missed either (I started up their stalled PC presentation for them!) with its little picnic garden - help yourself to tea/coffee.



Photo 592: Looking N at the spectacular basalt lava cliffs of Eshaness at the western tip of Northmaven, home to thousands of puffins and other sea birds.

After Eshaness, one of *the* sights of Shetland, we retraced our route to Hillswick to the Vegetarian Café at the Hillswick Wildlife Sanctuary, The Booth, Hillswick. As Drew said in one of his classic remarks which delighted throughout the visit, "You'd need to be lost to find this place!" It is run by Jan and Pete Bevington who became more famous as a result of the huge wildlife rescue operation following the Braer oil tanker disaster. The Booth is Shetland's oldest surviving trading post, having been a hive of industry for three centuries! It was one of many Hanseatic trading posts built around the islands in the Middle Ages. The earliest record of The Booth is in 1668! We had been travelling on almost deserted roads and Hillswick seemed deserted too, until we came around to the front of The Booth to see more people there than we had seen all day! The menu is extensive (soups, starters, snacks, main courses, sweets, coffee, cheeses, etc) featuring local produce, home-made dishes, etc. It was the best soup and crusty bread on this trip - and what we'd had in Lerwick took some beating! But when it came to pay, we were in for another surprise. You pay by donation, whatever you think it was worth, no price lists, no recommendations, no suggestions!

Waving an emotional goodbye to Jan and her lovely student volunteer serving girls, we headed east and north along the eastern seaboard past Ronas Hill (at 450m Shetland's highest) and Ollaberry to Lochend, North Roe and Isbister (as far as you can go), where we could look across to Yell. A U-turn began our return but at Brae we turned northeast along the Sullom Voe firth to Sullom Voe itself to see the huge Oil Terminal. The statistics are staggering: five of the enormous oil tanks hold enough oil for the UK for one day! From there, it was a series of gentle sweeps through the Dales Lees by hills and sea to Voe. Instead of returning straight to Vidlin, we carried on to visit Shetland's ancient capital, Scalloway, and then on to Lerwick for our big Saturday night out in the Capital!

I wanted traditional Shetland music and fresh Shetland fish in a warm friendly pub. Point 1: there was hardly anyone about. 2: there was no music on Saturday, just football. 3: "We don't do bar meals - you'll have to go to a hotel." We spotted a chippy with a few tables and made a mental note of it as a possibility while we walked to the other end of town. Seeing nothing better, we went back - and it was closed! Locals suggested an Italian restaurant, so that's how we ended up with a cardboard pizza in Shetland, home of fresh fish dishes and hundred-fiddle orchestras.

Back to the rally site for our last night of chat, beer, bands and Simmer Dim - on the whole another very

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successful day. Total SMC mileage for the day: about 115.

Sunday: Dry and even a bit sunny - ideal for packing all the camping gear onto the bikes. It didn't really take that long after breakfast before we were ready to roll. We decided to give the lunch and presentation of the prizes a miss and follow our own SMC programme, which was a run into Lerwick to visit the 17th Century Fort Charlotte, built by Charles II during the Dutch Wars to defend the natural harbour of Bressay Sound (and Lerwick's Harbours). Great views over the town and harbours from the ramparts. After a leisurely sight-see, we had a large lunch for a ridiculously modest cost and made our way slowly to the magnificent modern ferry terminal for boarding. SMC mileage for the day: about 30.

We were sailing south on the other ferry, the MV Hrossey (the two ships sail every night in opposite directions) but this time the bikes were taken onto the lower car-deck and they did not provide the horizontal deck chains. Instead, to our amazement, they wanted the bikes as close to the bulkhead as possible, protected by expanded polystyrene sheeting. It then seemed that they intended leaning another bike against the first, with another polystyrene sheet in between. However, I don't think they did actually lean one bike on another. I spoke to one of the officers and he assured me that the Deck Officer responsible was himself a biker and wouldn't be doing anything to our bikes that wasn't safe or reasonable. However, I did register a protest that 'they wouldn't lean cars against each other, so why even think of leaning bikes against each other?'

The accommodation, bars and restaurant were of the same standard as on the ship's twin; modern and impressive. The crossing was so smooth that it was difficult to imagine you were sleeping on a ship. I wouldn't bother with the breakfast though: £1.80 for a portion of cereal, £1.30 for a cold croissant ("No, we can't warm them."), etc.

Monday: Our route from the ferry terminal in Aberdeen Harbour took us along the South Deeside Road to Banchory and then via Aboyne, Ballater and Balmoral to Braemar for coffee. You see, we keep the SMC traditions going even when we are just two on a run! We had a look at the radial engine monument commemorating a plane crash and then left Braemar by Clunie Water, over Glenshee and on down to the familiar and popular Spittal of Glenshee Hotel for an early lunch! Slackening off the belts a bit, we continued on to Bridge of Cally, Blairgowrie and Perth to our dispersal point, Kinross Services where we had started just five days before! Our SMC mileage for the day: about 130, making the total SMC mileage for the whole trip 615 from Kinross and back.

We were quite pleased with ourselves, with our camping gear, with Shetland, with having met so many lovely people - and we were pretty impressed with the capabilities of the Honda NT650V Deauville, probably the best bike in the world!

If you would like more information about Shetland, our visit there, the places we visited or the Simmer Dim, please contact me. I have maps, leaflets, books and lots of photographs. To finish off, here in Shetlandic is a poem *Osla an Tirval* by Nancy Clarke:

> Osla an Tirval göd up da hill
> Ta faetch a daffik o watter.
> Tirval tirled doon, blue-meltin his croon,
> An Osla lay twa-faald wi laachter

Arthur Shepherd

ED STEVE'S APOLOGY SECTION

I have found two unpublished reports in my PC's files, so with apologies to the authors for the delay and to the rest of you for not sharing, here they are.

THE MOSS'S BORDER RUN, 27 JUNE

At last the day dawned on the first ride-out that John and I had planned (and maybe the last - but read on). I opened the curtains to find the rain bouncing off the road - great, a wonderful start. Fortunately by the time we set off for Dreghorn it had stopped, so our spirits were back up. At Dreghorn we met up with Ian Muir (Yamaha 1000 EXUP), Gerry Scott (Fazer 1000), Jim Harman (Bandit 1200), Saqib Chaudry (Yamaha R1), Arthur on his Deauville and Andy Mason and Moraig Warren on their new Cagiva 900. John handed out the maps and explained we would only use the drop off method if he and I weren't able to communicate as we had our bike-to-bike intercom system.

So we set off, with me as tail-end Charlie. Then stopped again when I realised I hadn't done my helmet up - first time nerves I guess. We all made our way down to Selkirk. Originally we had planned to go via Innerleithen but had found out a couple of weeks ago that most of this road was closed, so we went the whole way by the A7. Traffic was light so it was a lovely run with good roads and sweeping curves at a steady pace.

Hugh Tasker (FJR 1300) met up with us at Selkirk Glass for the coffee stop and then it was on to Hawick and a turn off for Roberton at the B711 for some rural roads and lovely scenery. We had just gone over a reservoir and I was thinking to myself that there were a lot less sheep about than when we had recc'ed the run. The next thing I saw was Gerry parting company with his bike, which went left - head first down the bank - and Gerry, who went right - straight onto the floor. He had hit a large lamb (which obviously thought it was a chicken as it was trying to dodge back across the road for the third time). I screamed at John through the intercom that we had a man down, stopped my bike and went to help, leaving Arthur to watch out for any traffic.

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Gerry was soon on his feet and more worried about his bike (which had just been fixed from the last time he had come off it) while Moraig and I were more worried about his wrist, which we thought, might be broken. Damage to the bike seemed only (?!) cosmetic but Gerry was in no fit state to ride. Needless to say, as we were in a remote area, nobody could get a signal on their phones, so Andy and Moraig set off for the nearest farm to phone for an ambulance and recovery vehicle.

Not too long after, the farmer arrived to claim his lamb (which by this time had shuffled off its mortal coil). He didn't seem too bothered, slung it on the back of his quadbike and disappeared as the ambulance arrived. So Gerry was carried off to Melrose General and after we had explained everything to the police who also turned up, Arthur elected to stay with the bike so we could carry on to the pub for lunch (what a hero!!). We promised to buy him a sandwich and come back after lunch if he hadn't caught up with us by then. Lunch at the Tibbie Shiels Inn was a quiet affair but the food was good and revived us all (who had the roast lamb?).

Then the rain started. Arthur arrived so he had a quick sandwich and it was off again towards Moffat for a petrol stop. The rain eased off but by the time we had filled up it was back on again and John decided to miss out the tea stop at Dawyck and head straight back to Edinburgh over the Devil's Beeftub. I don't think he wanted to risk the sheep and gravel on the roads around Temple - we had had enough adventures for one day.

The rain got worse and worse and to cap it all the intercom button on John's bike stuck so for the last 20 miles to Dreghorn my ears were assaulted by a lot of crackling and wind noise. By the time we got to Dreghorn there were only Saqib and Arthur with us, so after wringing out our gloves we set off for home.

When John and I volunteered to organise a ride out we never thought it would turn out to be such an eventful day. Everybody rallied together and made the best of it, there was always someone with a light-hearted comment to keep us smiling. Will we organise one next year? - Yes I think so. Maybe the question should be, would anyone want to come out with the Mosses next year? I hope the answer to that is also yes. Thanks everyone.

Gerry hadn't broken his wrist or cracked a rib as we had thought - so I hope you had a good holiday Gerry, and your wife didn't give you too much grief. Look forward to seeing you soon.

Unfortunately (or maybe fortunately) we forgot to take our camera, so there is no photographic evidence or our day, sorry.

Janet Moss

JUDY BROAD'S GLEN LYON RUN, 4 JULY

Little did I realise that I would be writing this so I'm afraid I paid little attention to where I was. I was just happy to be out and having a good time!
Now let me see, ah yes, my route plan tells me that we gathered at Stirling Services and I remember that I only just got there on time. I had decided to fill up en route and definitely chose the wrong line to queue in. I pulled up behind a woman who not only took an age to fill the car but seemed to be away for hours doing her week's groceries in the shop. When she did re-appear she seemed to take forever to spread the messages around the car, check the dog, talk to her passengers etc, all of which I'm sure she did to annoy me on purpose. Anyway, enough of that.
We headed off to Killin where we had our coffee stop before continuing on via gravel and lambs to Glen Lyon. Much respect for the lambs, of course, especially on account of recent stories of less fortunate encounters. Stunning scenery all around and so far so dry. The weather started to take a turn for the worse late morning so Judy allowed us a quick stop to don oversuits etc. She even seemed to arrange tree cover for the worst of it and was able to keep up a brisk pace as a result, well either that or she was starving and couldn't get to the lunch stop soon enough.
After a good lunch at the House of Bruar by the A9, we started to lose a few of our number who had looked at the gathering storm clouds and thought "I'm out of here". Only Judy, Arthur, Steve and myself were left to do the decent thing and see it through with thoughts of home made apple pie and millionaire's shortbread at Powmill keeping us going. Through the Sma' Glen we pressed on by which time the rain could only be described as torrential. Roads had become rivers, gloves had become sodden and hands had turned black with dye. It must have seemed strange to any right thinking onlooker when we arrived at Powmill that we should be grinning from ear to ear but such is the mystery of a good day's riding, good company, great scenery etc that we are all used to at SMC. Judy's choice of route was brilliant and I have to say that her pace and riding skill in such dire circumstances were impressive indeed. Despite the weather doing its worst, another great day out and a big thanks to Judy for making it happen.

Alan Hopper

CHAIRMAN DAVID'S CAMPBELTOWN RUN, 8 AUGUST

We had some fantastic weather, before the storms came in on the Sunday night and kept on going until Arthur's 10 Lochs Run.

The Run started at Victor Devine, Glasgow and there was some confusion over the start point as Devine's moved to the new location three years ago, but some members still thought they were on Great Western Road (didn't they Mike).

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However, the run went well with a coffee stop at the Para Handy Café at Furnace where we met up with Alan Graham and Ian Muir.

The group got split at Tarbert, when Andy Mason's hydraulic clutch needing topped up. I think that Saqib Chaudhry really enjoyed catching up the leading group on his R1 to pass on the news.

Lunch was at Campbeltown and I have to confess that I ran out of time during the practice run and only made it as far as Tarbert. So lunch was a hotel that had seen better days and I was half expecting to be asked for my rationing coupons.

The afternoon was all traditional SMC, an ice cream stop in Lochgilphead, and coffee at the end of the run at Balloch.

Steve Middleton and I swapped bikes for the Lochgilphead to Balloch section and I was really impressed how his CBX 750 went given that it is knocking on 20 years

Alan Graham has kindly put some pictures on the website.

David Jerome

- AND PART 2:-

David's brief report doesn't do justice to the longest one-day run I've been on with the club – I clocked up over 340 miles in the 12 hours I was away from home.

The weather was great, and taking coffee outside in the morning we got talking to a couple who were on their first two-up trip together – from Bo'ness. We tried to sweet-talk them into joining the Club of course, while enjoying the scenery.

As tail-end Charlie I actually had something to do when Andy Mason pulled up the Cagiva in Tarbert. Saqib was between us and stopped too. Andy quickly diagnosed a loss of clutch fluid and set about filling and bleeding the line. I had spent the previous night changing the fluid in five brakes and a clutch in the garage, so we worked like a well-oiled team on the garage forecourt using paper towels to mop up the ejected stuff. Saqib was sent on to reassure the others we would be along soon, and had a big grin on his face when next seen – the R1 had been "used"!

David offered me a go on his Fazer 1000, and I thoroughly enjoyed myself. When you are at the back no one else sees or gets inconvenienced when you have a bit of a "play". Boy does it go! I was thinking of the entry I'd seen in the visitors' book on the Royal Yacht Britannia – "Want one" The initial impression was of the smoothness of the ride, quickly followed by the power of the engine and then of the brakes. Brain re-calibration time! The small screen is less effective than what I am used to, but the draught is smooth and no strain – it's just there. I'd be looking for a higher one. It was odd to see my bike at the front with David aboard, and Yes, it is fully 20 years old. I was too far away to hear the exhaust, but David commented favourably on the sound.

Steve Middleton

OLD ART'S 10 LOCHS, 22 AUGUST

Well, it wasn't quite 10 Lochs in the end due to some of the worst weather in living memory having washed away part of the planned route a few days previously. Ever resourceful, Old Art rushed out the day before the run was due to take place to come up with a plan B. An Alternative 9 Lochs run was quickly put together and we were all fully briefed with the usual military precision at the gathering point at Stirling Services. 15 people, if I counted properly, on 13 bikes.

Considering some of the weather we had seen over the week or two before the run, we were blessed indeed having blue skies, sunshine and not a drop of rain. The scenery was its best as we headed to our coffee stop at Loch Katrine in the Trossachs. Then disaster struck as our leader, Old Art, rounded a tight and fairly tricky bend in the road. The tarmac at this point resembled the craters in the moon's surface. Down he went, sad to say, but fortunately no serious injuries to Art or the bike.

On the positive side, it was good to see the emergency planning swing into immediate action as everyone did their bit to help take control of the situation. The emergency services were called, various members went ahead or behind to control the traffic whilst I was dispatched back to the last village to direct the ambulance on its arrival. Special mention needs to be made of Alan and Moira Gordon. Moira quickly checked Arthur's condition for broken bones etc whilst Alan returned to his house in Falkirk, picked up his car, came back for Moira who drove it home whilst Alan took Art's bike back to their house. Moira stayed behind after the ambulance had whisked Arthur away to allow the rest of us to continue with the run and they were able, later in the day, to collect Arthur from Stirling Royal and to take him and his bike back home to Edinburgh.

By the time you read this, I am sure Arthur will have made a full recovery. Nothing was broken, just bruising and severely dented pride, the latter to be expected of course. It is just one of those things which can happen to any of us and we are all grateful that the damage wasn't any greater. Damage to the bike appeared fairly superficial thanks to the crash pod doing its job. I'm sure there will be a letter to the Highways Dept resulting from this particular incident.

For the rest of us, except Alan and Moira, we were able to pick up the route and carry on. Slightly delayed coffee stop at Loch Katrine followed by lunch at the Inversnaid Hotel, ably guided by our new leader John Mallett. After lunch, we agreed to amend

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the route to cut it down a bit and headed off down through Drymen, the Stockiemuir Road and Blanefield as far as an afternoon coffee stop at Strathblane. The message came through there on the mobile that all was reasonably well with Arthur. After that stop, John volunteered to take the east coasters etc back to Stirling whilst the west coasters (all two of us) headed off via Glasgow.

Apart from the unfortunate incident to Arthur, a good day out was had by all, including two new members who must be wondering if such excitement is normal on our runs. Happily, most of them are completely free of such things. Not sure how many lochs we eventually saw, by the way, but there were lots of them!

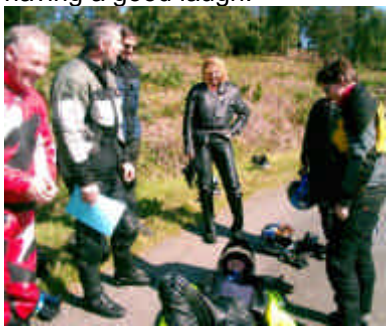
Alan Hopper

LETTER TO THE EDITOR

Dear Steve
I'd like to say a big "thank you" to you and all those many Members who have sent get-well messages, support and funny quips following my embarrassing abandonment of Old Art's Alternative Nine Lochs Run on 22 August after about 30min! A first for the Scottish Motorcycle Club (and probably just about every other club) that I could well have done without, where the leader went down too low (as the bishop said to the actress) while cornering and grounded his bike in front of everyone else. What a show-off! Well, it's *me* that's grounded now, for an indefinite period - at least! Fiona is not happy! However, no bones broken, all organs functioning normally and some parts stiffer even than they were before! Bike is being fixed.

I have alerted Stirling Council and the BMF to the poor road surface there, in the hope that injury and damage to others may be avoided.

Special thanks to **Moira** and **Alan Gordon** who rode me and the bike home, and to **John Mallet** who took over the Run with help from **Alan Hopper, Alan Graham** and Back Marker **Janet Moss**. I believe the lunch, which I had enjoyed on my recce on Saturday but actually missed on Sunday, went OK! I have received quite a few photographs but the best is probably one of John's, showing me lying on the ground in agony surrounded by my SMC chums having a good laugh!



But, hey, what are friends for? **Old Art**

EARPLUGS SUPPLY

Janet and John Moss have gone in for a bulk supply of earplugs, and write:

I just received my order from this website and thought other members may be interested.

http://www.safetysupplies.co.uk

Janet and I both get on pretty well with the Max foam style earplugs so I ordered a box from this site.

Total cost was £23.21(inc VAT and delivery) for 200 pairs. That's just over 11p a pair. It may take a while to get through the box, but at this price they are just about single use items.

The site has a very comprehensive selection and includes some of the styles that were featured in the recent MCN earplug test.

The earplugs come packaged in pairs so no re-packaging is necessary. I wasn't looking at re-selling, but if we get enough folks who are interested I am willing to re-sell in a non-profit capacity. Maybe Steve can act as storekeeper alongside the other merchandise?

Ride safe.

John Moss

CHAIN CLEANING TIP

Ride Magazine recently published a reader's idea for a very helpful homemade tool. Buy a large door hinge and two wooden nailbrushes. The backs of the brushes need to be flat. Make holes in the centre of the backs of the brushes and screw one side of the hinge into each brush to make a bristly clamp when folded up.

Then soak the brushes in paraffin or chain cleaner, close up round the chain and scrub a section at a time - virtually effortless cleaning! Then lubricate as usual.

I haven't tried it yet but it looks good so thought it was worth passing on.

Judy Broad

INSURANCE CONCERN OVER NATIONAL RALLY

I was renewing my 'bike insurance and looked closely at the conditions before paying up, and noticed a clause excluding various things that would usually be interpreted as racing or similar, and wondered if the National Rally some of the members were in recently would be excluded from cover. An enquiry to Norwich Union eventually came back with a "Yes", based on the fact that it is essentially an attempt to complete a distance in a time period – and that seems to fall inside the definition of what is not covered. Having toyed with the idea of doing something similar and not considered there would be a problem, this came as a surprise.

This issue edited and published by: Stephen Middleton, 27 Baron's Hill Avenue, Linlithgow, EH49 7JU
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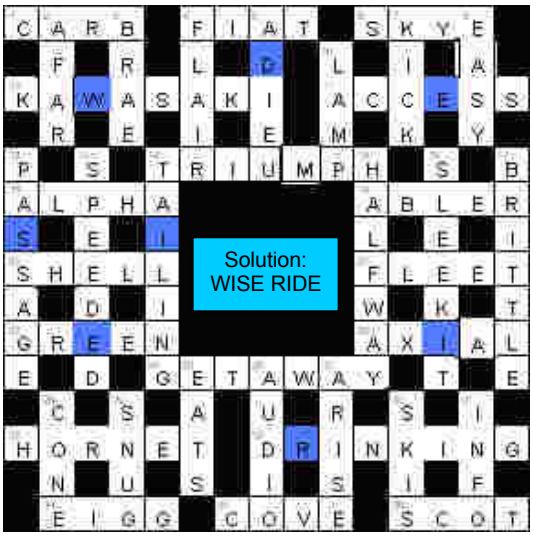
I contacted the BMF as co-organisers, and spoke to head honcho Simon Wilkinson. He at first thought it was covered by normal insurance, but checked with the ACU and responded as follows:

Dear Steven
Our enquiries on this matter took us to Alison Devine, assistant to Frank Carter at the ACU, its Trials & Enduro Secretary. She tells us a number of Rally participants have reported that their road insurance doesn't offer cover for the Rally, so the ACU has in the past arranged separate cover for the Rally and offered it to participants. This year the premium came to about £9. Alison assures us that an application form for this insurance will be in next year's Rally pack, although she can't say what the premium will be.
Kind regards
Simon Wilkinson BMF

So, it seems the ACU is aware. Did the guys on the rally get this info? I haven't had time to ask them, but take note if you think of doing something similar.

Steve Middleton

HERE IS THE SOLUTION TO AUGUST'S PRIZE CROSSWORD PUZZLE.



The July Prize Crossword Puzzle attracted seven entries, all of which were complete and correct. The lucky prize-winner (drawn at random at the Club Night Meeting in August) was **John Cook**.

Arthur Shepherd

WEBSITE STUFF

Those of you who attend the club meetings or read the minutes (surely that covers everybody!!) will know that the club website is quite a busy place, with over 300 visits a month to the members' area. We'd like to make the website even more useful to members, but do need your help.

Events

Many of this year's club events are not yet represented in the photo gallery, so no record for those who were there and no incentive for those who missed out to make the effort next time! Unrecorded gems are:

Sunday 4 April - **Inveraray** (Jim Simpson)
Friday 30 April - Monday 3 May - **Dublin** (Alan Hopper / Buzzoff)
Saturday 8 - Sunday 9 May - **Keswick** Camping (Ronnie Taylor)
Thursday 10 June - **East Lothian** (David Jerome)
Sunday 20 June - **Dunoon** (John Mallet)
Sunday 27 June - **Borders** (John & Janet Moss)
Saturday 3 - Sunday 4 July - BMF **National Rally** (George Cruden)
Sunday 25 July - **Pie In The Sky** (Bob Crawley)
Sunday 8 August - **Campbeltown** (David Jerome)

If you have a snap or two from any of these events, please email (webmaster@scottishmotorcycleclub.org.uk) or pass on at the next club meeting.

Directory

We set up the directory earlier this year with the intention that it'd be a way for members to recommend their favourite suppliers to other members. We've all come across hotels, pubs, shops, garages, trades and other suppliers who provide excellent service which we'd be happy to recommend to our friends. The directory is a way to get that good news out to all club members with minimum effort, and keep it in a place that all (online) members can access at any time. So, please put your thinking caps on and send me details of your recommendations - same email address as above. Also, if you've used a supplier recommended by another member, do spread the word.

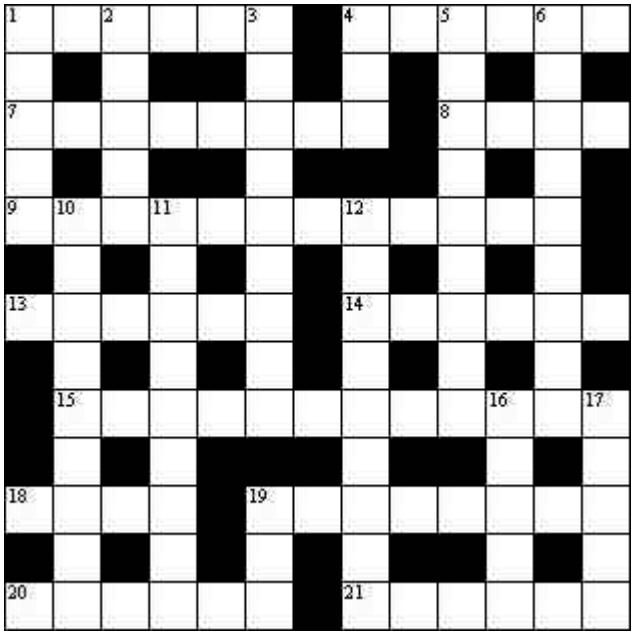
Suggestions

If there's anything on the website you particularly like or dislike, or anything you think should be added or changed, please do let me know.

Stewart Bowman

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September prize crossword



Crossword and Clues compiled by Arthur Shepherd.

Old Art was getting excited about August's Runs, so there are some references to them here.
Some clues are a bit tricky so send in your solution even if it's not quite complete.
You may still win if no one else finishes correctly! Arthur

Across

1 Stone bowl for grinding to powders using *20 Across* (6)
4 Unit of current (6)
7 Old Art's August Run seems awfy wet tae me! (3, 5)
8 Loch to make money? (4)
9 Above the eye; beyond a satellite's path; higher electron energy level (12)
13 Register or record your leaving (3, 3)
14 Species of Chrysophyta Synura (freshwater microscopic flagellated protozoan algae forming spherical colonies), not the thing hanging down your throat but you've Ella helping! (6)
15 Applies too much torque when doing up (12)
18 I see a milkmaid walking but you just think of a head-stock forks-clamp (4)
19 Tsar's youngest murdered daughter without a letter; Italian volleyball coach Andrea; Italian soccer stars Pietro and Giuseppe; and a 19th-Dynasty Egyptian papyrus describing pyramid building (8)
20 Tool used with *1 Across* to make powders (6)
21 Concave moulding at base of classical columns; Latin for our land (6)

Down

1 Chums for play? (5)
2 Hoist a flag or make a garment, both in a hurry! (3, 2)
3 Speed competition team of eight riders; set of eight such events (4, 5)
4 Excellent safety feature pioneered on BMW bikes (1,1,1)
5 Most attractive, delicate or graceful (9)
6 Valley in the Scots countryside (5, 4)
10 Anti-UV upper atmosphere layer depends ... (4, 5)
11 Secret escape for love (9)
12 Enjoy a weekend of this music with Alex Rennie last month (9)
16 Demand and obtain by force, threats, etc (5)
17 Old Art wanted take you over the brig at the head of this loch by Inveraray last month (5)
19 Our longest freshwater loch, also planned to be in Old Art's Run last month (3)

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

SCOTTISH MOTORCYCLE CLUB

MINUTES OF MEETING HELD ON WEDNESDAY 11 AUGUST 2004

Attendance – Arthur Shepherd Chaired the meeting due to David Jerome's absence.

Apologies – David Jerome, Jerry Dawe, Jim Semple, Jim & Sandra McKechnie, Katharine Jackson, Stewart & Ursula Bowman, Alan Hopper.

Minutes/Matters arising – Minutes from the last meeting were not available so could not be accepted or any matters arising covered.

Finance (Judy Broad) – Balance at present is approximately £1500.

Membership (Arthur Shepherd)- Arthur welcomed several new members present at the meeting who had joined at the BMF Kelso Bikefest. Membership is now 133.

Events (Arthur Shepherd for Gordon Macmillan) – Past events discussed were BMF Kelso Bikefest, Pie in the Sky Run and Campbeltown Run. All had gone well. Future events are: Guildtown Bluegrass where free and charged sessions will be held. Ten Lochs Run to be held on 22nd August. Braemar and Alford Run to Grampian Motorcyle Convention on 5th September with a 9.30am start from Kinross. Arthur stated that there was also plenty to do in Alford town if members didn't wish to visit the Convention. Germany Tour – there is a spare place on this due to Jerry Dawe being unable to go. Christmas party – anyone wishing to go must contact Bob Crawley as soon as possible as he needs to make a firm arrangement. See website for details.

Editor/BikeBytes (Steve Middleton) – Encouraged members to keep sending in reports, photos, any useful tips or information.

Merchandise (Steve Middleton) – Various items in stock including fairing stickers. Not enough orders to make it worth sending in an order yet.

Video Library (Arthur Shepherd for Katharine Jackson) – Asked that any overdue videos be returned as soon as possible, and members send suggestions of videos to be added to the library.

WebMaster (Arthur Shepherd for Stewart Bowman) - A report was passed around from Stewart detailing numbers of hits to website. BikeBytes – 504, Public – 122, Events – 112, public events – 106, and giving number of links to other Clubs etc.

BMF (Arthur Shepherd for David Jerome) – AGM in Leicester on 2nd October. We can send 3 voting delegates –if interested in going or nominating someone for a BMF position contact Arthur.

Club Funds (Arthur Shepherd) – Members have been asked to think of items to buy with Club funds. Balance is around £1500 – halfway through the year with nothing major to spend money on, but some must be kept in reserve. In the past we have bought a televideo player, laminator and guillotine, videos, MAC Day and Club Banner. Under the Constitution, the Club cannot give money to individuals or Charities – this must be done under separate fundraising events. The money must be used for the benefit of the Club or all members.

Bike to bike intercom was suggested. John Moss pointed out this would be very expensive, around £1000 for the level of kit needed to cover the range during a ride-out. Arthur suggested that not all members are keen on using radios or having velcro stickers in their helmets.

Arthur suggested a possible reduction in subs., which could be discussed at the next AGM.

Steve Middleton proposed that a patch be purchased to go on the banner with the new website address on. This should be done as soon as possible.

Steve also asked how the balance on the account now (£1500) compared with the balance this time last year. Arthur believed the balance to have been around £1000. (Note: Judy later reported that the

balance a year ago was almost the same as now, about £1500.) Arthur will prepare a note to put in BikeBytes so that all members have an opportunity to put ideas forward.

Crossword (Arthur Shepherd) – July's winner was John Cook drawn out by new member Deborah Cavanagh. Steve has written to Cisley Moss (John Moss' mum) thanking her for the crossword and showing her how the crossword was produced in BikeBytes. Cisley has also sent one for August.

Any other competent business – Norrie Miller pointed out that Lothian and Borders Police have restarted their BikeSafe courses. Paul Cook described the Course. It's free (with tea and biscuits). The first day is held at Fettes H.Q. with a briefing session, statistics and Roadcraft talk. The following day is a 2-hour assessment on the road with a police biker. Well recommended, but the point was made not to have anything illegal on your bike when you did the Course. Further information can be found on the BikeSafe website. It was suggested that a speedometer check was requested when doing the Course. Arthur said that there was a conflict going on between Police Managers and Officers who ran the Courses. Managers want to cut back on the BikeSafe Courses so anyone who did the Course should write to the Police encouraging BikeSafe to be kept going.

Next Meeting – Wednesday 8th September 2004 at 8pm in the Black Bitch tavern, Linlithgow at which our Guest Speaker will be Colin Hart of Forth Gear, South Queensferry.

Janet Moss

SCOTTISH MOTORCYCLE CLUB

2004 CHRISTMAS PARTY

At the February 2004 club meeting it was indicated by a clear majority of those present, that we should perhaps change the format of the annual Christmas meal for this coming year. With this in mind, the possibility of a Christmas party involving an overnight stay at an hotel is now on offer to the membership, the details being as follows:-

1....an overnight stay at a *** RAC ** AA country based hotel in Galloway (an easy two hours ride/drive south from the Central Belt), to include bed & breakfast

2....three-course dinner:- starter, hot and cold buffet main course & sweet plus the usual crackers, poppers, hats, etc - all in the dining room

3....disco in the Conservatory (open to all you 'Fred & Ginger's out there, but based at a discrete distance from the dining room)

Date...**Saturday 4th December 2004** (with the option of an additional night on the Friday)

Location...Clonyard House Hotel, Colvend, Dalbeattie, (Tel: 01556 630372)(just punch in 'Clonyard House Hotel' on the Internet for details

The cost? ***£32.00** per person inclusive of one night's bed & breakfast for those staying on the Saturday night only

***£52.00** per person inclusive of two nights' bed & breakfast for those staying on the Friday and Saturday nights

*These prices are based on sharing a double/twin room. If you require single occupancy there is a supplement of **£10.00** **p.p.p.n.**

Deposit per person.....**£20.00** (non-returnable)

(I'm sorry but at these very special prices, once the hotel receives your deposit there can be no refund. However I'm sure there would be another club member who would be happy to take your place in the event of a cancellation)

(Please note: At the club meeting the figure I gave for the 2 nights' accommodation, hot/cold buffet and disco was correct at £48.00. On speaking with the hotel proprietor this morning, he has offered in addition a choice of starters and sweets for only a further £4.00. I thought it wise to accept on your behalf!!)

The hotel has rooms that can accommodate 35 people in total, with the dining room seating 50+. If required I have a guest house/private house B&B contacts list in the immediate area of the hotel. I have used this arrangement in the past and it has always worked well.

Attached is a simple booking form which, together with all the above, I hope meets with your approval.

Best regards and if you have any questions please get in touch. ***BOB***

X.....**X**

BOOKING FORM

Name(s) .....

Address.....

.....

Postcode.....Tel.No: .....

Please reserve for me: (**please underline preference**)

a double / twin / single room

For: the Friday & Saturday nights or Saturday night only

(room types naturally will be allocated on a 1st come 1st served basis!)

I enclosed £..... deposit(s), the balance being due by 01.10.04

(please make cheques payable to **'Clonyard House Hotel'**)

Signed ..... Date.....

Please return deposit(s) to: Bob Crawley, 3 Station Road, Kelso, Scottish Borders, TD5 8DQ

Tel/Fax: 01573 223203. E-mail: mail@bikecosse.fsnet.co.uk