



Scottish Motorcycle Club

BikeBytes

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Volume 5 Issue 10

WELCOME

Welcome to another fine issue of **BikeBytes** packed with news, reports and other articles submitted by Members. There are no new Members this month (it's not really the time of year for that) so the total number of current Members remains at 135.

Alan and Moira Gordon were brought down by a diesel spill on the A9 just north of Pitlochry on Monday 27 September. This was no ordinary spillage, unfortunately so common these days, but a flood. It was hidden by heavy rain at the time and their front wheel went away under them. Moira suffered three fractures to an arm that required pinning whilst Alan sustained three fractured ribs and a damaged wrist. I'm sorry I wasn't there to help them (as they had helped me) but former Member Steve Cowper was and so were several carloads of Strathclyde Police Officers out on a training exercise who, Alan says, were absolutely magnificent - as were the ambulance and recovery services. Alan reported the spillage to the BMF (who currently have a vigorous campaign against diesel spills) and with the help of a solicitor is making a claim against the MIB, which he is going to tell us about in detail at the next Club Night Meeting. Get well soon, Moira and Alan!

Arthur Shepherd



Alan intercontinental Hopper, Brian (reporter) Cotter, John Big Bear Mallet, Norrie "what backpack?" Millar, Martin (guest) Middleton - on the Picnic Run



NEXT MEETING

The next **Club Night Meeting** is on Wednesday **13 October 2004** in the Black Bitch Tavern, 14 West Port, Linlithgow, and will start at 8pm.

Arthur Shepherd

AA RECOVERY

A warning about the AA's recovery policy arrived this week from Colin Pate, Director of BMF Scotland. Many Members are covered by their insurance company or a third party policy to recover their vehicle (car or bike) after an accident free of charge but you may be relying on the AA to do so. In which case, read on:

A warning regarding AA Roadside Recovery

If you think you have "full" Breakdown/Recovery with the AA think again. Brian came off his bike in a corner. Having to cope with the shock and pain he at least thought he had "full" breakdown/recovery with the AA so he didn't have to worry about getting his bike home. We got Brian to hospital and then phoned the AA with his membership details. They said that they would recover the bike but it would be chargeable (about £120 to £150 dependent on mileage). We finally made our own arrangements and got the bike home.

The following day I phoned the RAC and described the scenario. They said it would not be a problem for them to recover the bike, after all that was what he would be paying the annual premium for.

I know that some would say that Brian should have read the small print, which is probably where this situation is explained. But, let's be honest, how many of us do that? The point is that he thought he had a "full" breakdown/recovery service by paying the top rate but he didn't. So be aware.

Colin Pate, Director BMF Scotland

You may want to check that your policy covers you for the free recovery of your vehicle in the event of an **accident** and not just in the event of a **breakdown**. And make sure that you carry a card at all times with the telephone number of the recovery service and your membership number of that service.

Arthur Shepherd

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RUNS AND EVENTS

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> If you would like to go, please contact David Jerome on 01506 464122 or e-mail chair@scottishmotorcycleclub.org.uk (or me and I'll pass it on) beforehand, so that he has an idea of numbers.

Visit to Two Wheels, Edinburgh: A private visit to Honda and Triumph Dealers, **Two Wheels**, 36 Peffermill Road, Edinburgh EH16 5LL (Tel: 0131 667 7305; website www.twowheels.co.uk) has been arranged for **Thursday 28 October** arriving at 6:45pm for 7pm. We will be shown round and get a guided tour of their showrooms and workshops, with a brief introduction to each department and the chance to ask a few questions. Two Wheels have recently been appointed as Dainese dealers and have revamped their Clothing Department. We'll hear about the history, dealerships, sponsorships, training, promotions, manufacturers, finance, availability of test runs, any track days, etc, get to ask questions of their experts - and hopefully some bargains! SMC Members routinely receive a 10% discount on spares, clothing, equipment, accessories etc at Two Wheels but there may be some extra deals especially for us on the night including some great prices on bikes. If you are thinking of buying a bike, it might be worthwhile contacting Neil Danskin (or me) in advance of the visit to see what they could offer for a deal on the night (which, of course, you will want to compare with what you can get elsewhere). If successful, we could take a group SMC photograph of you riding off on your new bike for the next issue of **BikeBytes!**

As Neil Danskin and his colleagues will be keeping the premises open late just for us, I am keen that we show our appreciation by having a good turnout. So, why not invite some friends along too? Strictly speaking, they may not qualify for the 10% SMC discount but Two Wheels may extend it to them on the night as a favour. But non-members could join SMC now until 31 March 2005 for the reduced subscription of just £6 and make further savings on the Two Wheels visit!

Light refreshments will be provided by Two Wheels on our arrival. The visit will last about 90 minutes. Please let me know by the next meeting on 14 October if you intend coming and how many there will be in your party. Contact me if you need any more information (contact details at the foot of

page 1). I need to let Two Wheels know how many folk to expect.

On **Sunday 14 November**, **Alan Hopper's** visit to **Concorde** at the **Museum of Flight**, East Fortune takes place. See the details of the arrangements and options elsewhere in this issue of **BikeBytes**.

Arthur Shepherd

BMF AFFILIATION FEE

As the Scottish Motorcycle Club had four volunteer Marshals on duty at the BMF Kelso Bikefest in July, we are entitled to 40% off next year's BMF Affiliation Fee under an initiative of Colin Pate, Director of BMF Scotland. This year, we paid £267 including the Civil Liabilities Insurance cover.

Arthur Shepherd

Arthur is too modest to lay claim to contributing to this, but he and three others including Roberta Maxwell and Jim Simpson (was the fourth William Maxwell? – I didn't see him) did sterling work at the show to earn this discount for the club. Well done, and thanks from the rest of us.

Ed Steve

E-MAILS AND SPAM

In these days of concerns (and legislation) about unsolicited e-mails and computer viruses etc, all Internet Service Providers and many individuals are installing blocking software to stop what it thinks it should stop. Unfortunately, such software varies in its sophistication and learning ability, and it errs on the cautious side, tending to block e-mails that you actually do want to receive, such as the occasional gems of news from the Scottish Motorcycle Club! Quite a few aren't delivered and you may not even be aware of it!

So, if for example you didn't receive my topical e-mail of 1 October (with news of Alvin's sale starting that very day), you may be a victim of software that is too aggressive or settings that need adjustment. Make sure that that you exercise your options the way you intend. However, another surprisingly common reason for non-delivery is that the recipient's mailbox is full! Maybe you want to check yours.

Don't have e-mail? Well, **Editor Steve Middleton** tries to keep all Members equally and fully informed via **BikeBytes** but you may be missing out on some short-lived opportunities (like sales), which would be over by the time you receive the next issue. The great benefit of e-mailing is its swiftness of communication - but it's up to you if you don't want or don't use it!

Old (IT Specialist) Art

ALEX RENNIE'S SIN CITY WINE RUN, SUNDAY 19TH SEPTEMBER

A select band of five gathered at Kinross services for Alex's annual jaunt to the centre of everything – Kirriemuir. Alex (Blackbird) had on the Leader's yellow vest and had Tail-End-Charlie Guthrie on a VFR V-TEC. In the sandwich were newish member Brian McInally (1150RT), Judy Broad (Fazer 600) and me on my first-time-out-since-I-got-it VFR750FR. The weather had played a part in reducing the numbers with drizzle threatening on the ride up, so we all donned waterproofs and set off up the M90.

I have to admit I was not in sightseeing mode since this was literally the first time I'd ridden the VFR. After cleaning and fettling it in the garage for two weeks, I was finally getting to grips with it, so to speak, so exactly where we went I cannot say. We got up by Perth, went West a bit, then up through Blairgowrie and the ski road, turning off to the East and twisting about on interesting, narrow and country roads until we got to the Big K. I recognised the Beech Hedge at one point. I was last but one and practising the Roadcraft stylee, tracking the outside of the bends even when there were good sight lines, to get the feel of the new steed. Charlie behind kept showing me his front wheel as he took the racing line.

The basis of the Run is to guess the road miles and I'm authoring this because I was closest at 65 miles to the actual of just under 70. So after dismounting and carefully parking the bike at Kirriemuir I was presented with the bottle, and had nowhere to stow it! Alex kindly brought it back and I later collected it from his house. It's still cooling in the fridge – a pleasure awaited. Thank you, Alex.

Lunch was taken in a local pub, with all of us agreeing the house Minestrone soup followed by a scone'n'coffee package was just right. We had got a bit wet, and spread out our gear to dry in a spacious bar.

The return was via Blairgowrie and some excellent country roads going West until I recognised Gleneagles and Glendevon. Alex suddenly disappeared from view, and when we met at Powmill for coffee he reported he'd managed his target of a constant 50mph through the Glen (except for the bridge and another bend). Good going given we had wet roads.

So, an excellent day despite my concentration being diverted from the scenery. Charlie's trip meter showed 139.4 miles from Kinross, mine got its knickers in a twist.

Thanks for your company to the others, and Cheers, Alex.

Steve Middleton

THE BIG BEAR'S PICNIC RUN, 26TH SEPTEMBER

A rushed awakening at 10:30am, quick shower, burst leathers buckle (I'm sure they've shrunk ;)) and a trip along the rolling M9 later... I arrived at Stirling services (*on his split-new Kawasaki ZX636, Ed.*) to meet the guys for the run. Being new to SMC and not particularly knowledgeable of all members, I immediately found myself blabbing with some unknown bikers who'd just made a hasty retreat from Callendar having been caught unaware by a down-pour. Recognizing John (Bandit 600) from the "10 lochs" run and Norrie (Bandit 600) from a club meet in August, I quickly found myself introduced to Steve (Honda VFR) and his son Martin (Suzuki SV650s), a guest for the day. Alan (Honda Blackbird), who I'd also met previously on the "10 lochs" run arrived a few minutes later.

Things were not looking too promising for the ride ahead... with dark clouds looming and some tall tales of the weather to the North, I thought now would be a good time to slip on the waterproofs and prepare for the worst... Steve seconded this motion and wasted no time kitting up! (*Son Martin ignored parental advice and got damp Dainese – Ed*) Starting from Stirling, John Mallet led us onto the M9 and headed for Doune. Aside some medium/heavy crosswinds, the ride was dry and the skies looked to be clearing a little... I began to regret my decision on the waterproofs as they quickly became a hindrance and greatly amplified the crosswinds!

Just before we reached Deanston Bridge, the sky turned black and down came rain... the waterproofs had paid off! We headed along the B8032 (single track) until we reached Callendar then headed west along the A84 to Strathyre. En route we met 3 or 4 (at least) classic trucks passing with the oncoming traffic... like the ones you used to get free in packs of Kellogg's, an unusual sight to see nonetheless!

A little further along the rain began to ease and an odd gesture from an oncoming driver caught my eye! He was flashing his lights and a hand was waving out of the window. A thought popped into my head "SPEEDTRAP?!", but the road ahead was clear as far as I could see? No sooner had I shrugged off this thought than I'd passed a concealed opening in the trees obscuring a Police Volvo lying in wait. A quick reflex glance at the speedo and I could relax, we were cruising at 61mph (phew!). Steve later (during picnic) admitted that he hadn't seen the car until the last minute either, just the sudden brake lights of Martin in front... we laughed!

Once at Strathyre we parked up and stopped for a "smoke break", by this point the rain was little more than a light shower, though for some of us it had already taken its toll with sodden gloves and steamed visors the norm.

Continuing our journey past Lochearnhead, the skies cleared and roads quickly dried off with the winds

(sheltered some by the valley). We began to pick up the pace and headed for Crieff. The views of Lochearnhead (or what I caught of them) were spectacular as always, the sun shone briefly as we passed. We stopped at the side of the loch for a quick pit-stop and narrowly avoided a minor disaster as an unnamed participant (sorry Norrie) almost left his backpack (with picnic and more importantly the group's coffee) at the side of the road... tragedy avoided, we made ground for the picnic spot.

Larking around once we arrived, we joked about John's deal that he must've cut with the man upstairs for such a lucky break in the otherwise miserable weather! We sat and lunched for a good 20mins at a picnic bench just outside of Crieff without a drop of rain! Following some sandwiches and a handful of well-travelled Kit-Kat cubes chased by a healthy dose of coffee (needed by this point), it was time to make our move for home. Unfortunately we could see rain clouds on the horizon and knew that the return trip was going to be a wet one!

John led us down some excellent winding single-tracks (too many to remember) through Newmiln, Dubheads, over Kinkell Bridge, Muthill then along the A822 towards Braco where we joined the A9 back towards Stirling services. Apart from a few damp manure patches and oncoming tractors carrying large potato loads, the roads were clear and well kept. It's a pity that the rain had returned and left the surface a little slippery in places!

All-in-all a great day out and a lot of laughs were had by all. Thanks John.

Brian Cotter

GERMAN TOUR SEPTEMBER 2004.

Steve,

You will be getting a fuller report from Terry and Rosalie Warnock in Holland about our trip but I thought I should add a few words of my own since we met up with them in Holland and left them in Germany.

So for the missing bit, ie. the journey down and back, I can add that it all went according to plan and without incident. I met with Dave and Helen Macpherson and Colin Stewart at Dreghorn for the trip south on the Sunday. A lunch stop at Bonchester Bridge allowed us an unscheduled visit at Dave's request to Steve Hislop's resting place, which is within a few miles of Bonchester Bridge. Thereafter a brief stop to don the oversuits at Carter Bar but fortunately the rain didn't last and the journey to Newcastle was completed in more or less dry if very windy conditions.

We were all a bit apprehensive of a rough sea crossing as the winds were very strong but it turned out to be fine thanks to the stabilisers doing what they were designed for. This allowed us to enjoy a

few drinks with our meal and to settle down to watch the dancing girls floorshow. Why they always come from Bulgaria on these ships I don't know but there were some mutterings that we would need to include Bulgaria on a future tour. Enough said.

Next morning after a good night's sleep, we headed through Holland where we met up with Terry and Rosalie, about half an hour behind schedule due to the ship docking late on account of the weather.

Alan Hopper

Terry and Rosalie continue the report:

3/109/04 Monday morning .

The Gods had been good to us and they had forecasted storm and rain, but we had fairly good weather. Not too much wind and no rain and even sun in the afternoon. Terry and I went on our way early, as we did not want to be late to meet up with the rest of the group at Tolnege. No sooner were we on our way than we had the first diversion before getting on to the motorway. After that the road was fairly clear all the way and we managed to get to the destination well before time. Alan and Co were a bit late due to the boat coming in late.

We had a coffee and went via Apeldoorn and Hengelo on our way into Germany.

We had lunch at Gasthause Gronegau where we sat outside. Carried on and did a long stretch of motorway again. This was boring as usual, but we had to get from A to B in a short time. We had roadworks round Osnabrück and more roadworks and traffic lights etc. round Oeynhausen.

At Hameln we did not stop but turned towards Hoxter. We managed to see the lovely houses and even the Pied Piper tower. The next place was called Emmertahl – Emmertahler cheese- with a beautiful clock tower. The road carried on through the Weser valley. At times a bank at the right with at times lovely large trees at the left with the Weser below. The rolling hills were just beautiful – nearly Scotland-. Next stop was at the Wesertahl Hotel. On to the "Renaissance Strasse". Yes you guessed it. Renaissance and Baroque style houses and buildings in the villages we drove through. Just out of this world with also hidden in the woods at times lovely looking "Stübchens", sloping country side with left and right different types of trees, bushes etc. with the river Weser mostly on the left, the water glittering in the sunshine.

Arrived at Hannover Münden – Stadt an den drei Flüssen/city at three rivers- at about 18.30 h. , unpacked, showered and went to the main building for a drink and dinner. For dinner we had a choice and the six of us really enjoyed what we had ordered. Had another drink, some jokes (which cannot be repeated)and laughs and went to bed at the early hour of 22.15 h.

14/09/04 Tuesday .

Got up early as we had to get to Colditz before 14.30 h. for the tour round the Castle.

Driving towards Witzzenhausen, we had the river Weser at the right this time and again glittering in the sun with a little bit of mist coming up from the river and fields. We crossed a bridge and now carried on through the Werra valley with rolling hills and green fields and neatly packed haystacks.

The houses and buildings were not as "pretty" as the previous day, but still with a few Baroque and Renaissance style houses.

After a petrol stop at Creuzburg , we soon got on to the motorway. The first bit had road works and after that we got on to the East German motorway - straight with 3 lanes either side - right into the middle of nowhere without any scenery or houses. These thousands of km. of roads were built within about ten years,(done by West Germany) whereas here in the West it takes 30 years to make a plan and another 10 years to build 100 km.

Driving along for a while we saw in the distance complexes recently built and this was the town of Jena – with a very historic centre – and now the outskirts with just flats and apartments.

The speed on these motorways – due to lack of traffic and wide lanes- was high, 140 km. per hour at times. When it dropped to 130 k. it was slow and at 120 k. it was as if you stood still.

We had the intention of leaving the motorway at exit 64, but this was closed so we had to exit at 63. This was the end as we got "Umleitung" after Umleitung. We got onto the N93 -after a detour round Meerane- which was very pleasant and with a scenic attraction to it. We nearly got to Colditz and what happened: Umleitung after Umleitung and it took us ages to get to Colditz and the authentic hotel Waldhause. Dave and Helen were given the LOVE room. Dave had to go to the "Aphoteker" to get medicine. The hotel has its own museum room with lots of information regarding the people who had stayed in the hotel. The hotel has its own mini railway too with a locomotive and carriage going round and round in circles along the track and giving a puffing noise at times. After checking in we just put other clothes on and went by taxi to the Colditz Castle Museum Oflag 1V C. The tour was very interesting and we all learned a lot from what the prisoners had been doing while in captivity. Afterwards we sat in the main square to have a beer. Walked back to the hotel and after a wash and change and another beer on to dinner at 19.30 h. While waiting for the meal Dave managed to tell us a few more jokes. Helen had "Knödels" (dumplings) and they looked like.... Dave had to take a picture of it with Terry making the suggestions. Terry himself had a Napoleon menü, which was just huge.

15/09/04 Wednesday.

Breakfast at 07.30 h. . A boiled egg each which was standing in a spiraled wire spring shaped wobbly egg cup. You can imagine the comments from Dave!

On our way again at 08.30 h. and traveled past wooded areas, rivers, lakes (ponds) and sometimes a row of apple trees on either side of the road. Could we pick them? The countryside was here fairly flat with vast corn and maize fields. Here it is still a vast difference between East and West with many slum dwellings and very untidy gardens. Saw the odd Trabant too. Onto the motorway and Berlin. Got to the Ibis hotel without any problems. Sorted out the bikes, rooms etc. and met again to walk into town. had a snack and decided to go onto a City Tour bus. This actually started at 15.30 h. just from outside where we were sitting.

Very interesting tour, giving the main details with regards to the buildings and sites.

Walked back to the hotel for a drink and met again at 19.00 h. to go for a meal.

16/09/04 Thursday.

Got up to be on the way by 08.30 h. It was a brilliant day with not a cloud in the sky. Later on it clouded over a little bit. Drove through the east of Berlin with the neglected buildings and houses with graffiti everywhere even right on top near the roof and this made the complete area very depressing.

No sooner were we out of Berlin or we went through various fairly pretty villages but all called "Umleitung"!!!!, so it took longer to get onto the motorway. The last bit of motorway on the German side and the first bit of road on the Polish side were terrible. If you had not digested your food properly that morning you would have a problem. The German motorway had been built by Hitler and nothing has happened to it since. We went through woodlands with mainly pine and birch trees. People were picking mushrooms in the woods, which they later sold at the roadside. We also saw a well-proportioned young lady standing at the road side. We did not know what she actually wanted but we could not stop to ask her as we had to get to our destination. Arrived at Miedzzydroje lunch stop at 12.10 h. Walked through the woods to the Baltic Sea and onto the pier. The sea was rough with high waves, but beautiful. Saw a van which got stuck into the sand on the beach and the tide was coming in! A tractor was trying to get it out but did not seem to manage.

On our way again via the National Park - beautiful woods and rivers and lakes. Afterwards through a very long lane with a row of trees on either side just out of this world with the sun shining through.

Saw more poor villages and badly built houses. After this back onto the road we took this morning. Just when we got to this badly surfaced area again a car

with trailer had to overtake us. Because of the speed and bumps two buckets flew off the back and rolled around us. Colin could just manage to avoid them. Found our way back to Berlin without further problems.

17/09/04 Friday.

A free day. Terry and I went on our way at 08.30 h. It was very sunny and bright. Good to take pictures of all the sites and buildings. Walked passed the road where the American Embassy is situated. This was blocked because of the terrorists, who might be lurking around.

Went into a shop and just by chance did they have a Trabant and Terry could sit in it while I took a picture to prove that he had sat in one.

On to the Reichstag with a waiting time now of over one hour. While waiting a chap came along dressed up in white and carrying a placard with the slogan: ICH AG., meaning so many people are without a job, so he had started his own one man biz " ICH AG". Terry managed to get a picture of him as it was a laugh, but also serious. Inside we went through very tough security, but managed to get through.

From the top of the building we had a brilliant view over Berlin and could see all the buildings.

On to the Check Point Charlie museum and lunch at 14.30 h.!! Took pictures at the Brandenburger Tor of the people who died trying to escape from the Stasi .

Via the Kaufhaus to the hotel where we arrived at 16.45 h. After a drink we went to the room and found out that they had not done any cleaning. Got fresh towels and 2 tickets for a free drink at the bar.

Later on we went for a meal together and exchanged the "happenings" of the day. Everybody was very impressed by what they had seen and how a regime could terrorize the people in such a way.

18/09/04 Saturday.

All at the same time for breakfast and on our way by 08.30 h. It was nearly all motorway to the coffee stop at Rasthof Stolpe.

Terry and I said good by to Alan, Colin, Dave and Helen as we would leave the motorway at the next exit to go to our destination the Island of Usedom. Hitler had built a railway from Berlin to and round this island to enable people to come to this health spa. A famous place for enjoying healthy air, but also during the war for the rocket building in Peenemünde.

The exit was closed so we had to get off at the next one. This happened to be a motorway junction and we could not turn back. We had to carry on via this motorway, which never seemed to end. No detours were mentioned and this brought us a long way from the original route and into the unknown. We went how ever through lovely countryside with wooded area 's and little villages with mostly bungalows with

thatched roofs. We did not see graffiti here either. In the end we picked it up again at Waren the B194. We stopped for lunch at a Mc. Donald!

When we saw a signpost for Usedom, we took that, which meant now that we get onto the island at the south side carrying on to the east and the Polish border. Going this way meant that we saw this side of the island without having to go back again. They had never told us that the side streets of the villages are still dirt roads, which made it very difficult with the bike. At 16.00 h. we arrived in Koserow, but the owners of the hotel/motel? (people we had met in Madesimo) were not at home, but had left us a note. We sat in the sun on the balcony and after a while some other people arrived. When the owners came back at 17.00 h. we got our room and could wash and change. Edda suggested to eat in a restaurant owned by her brother. The dinner was good and back again for a drink in the "Trinkstube" at Edda's place.

19/09/04 Sunday.

This was the first day that we got up after 07.00 h. during this holiday! as we started feeling tired by now. Walked into the village for breakfast. It was a very pleasant place, recently built.

On our bike to Peenemünde to see the rocket museum, which was really very interesting. Werner von Braun worked here too. The aircraft outside were good, but not looked after, so they will not last much longer. They even had the type of rocket which shot Garry Powers' spy plane down. Large fields in the area were used during the war to grow potatoes from which alcohol was made to fuel the rocket experiments.

Had the first bit of drizzly rain on the way back and this lasted nearly all day on and of. Later on in the afternoon the sun came through again, but this too late for the people on the beach.

We got back from Peenemünde at 13.30 h. and went for lunch in a bakery in the village. Afterwards through the woods onto the pier and beach. It was a pity that it was cloudy, so one could not see so much. Walked on the beach for a long distance and onto steps back to the path to go to an Italian restaurant for a drink.

When we got back to the hotel from the beach the weather decided to change again and it got sunny.

Went to an authentic Indian restaurant and really enjoyed the food. Back to the hotel, where we had a liter bottle of Chianti with Edda the owner and we also said good by to her as she would not be up when we were leaving.

20/09/04 Monday.

Packed our cases and went on our way. It was half sunny, but we had put our rain suits on just in case!. No rain, but rather cool. We drove through some

lovely country side with woodlands and lakes. The houses (mainly bungalows) were with thatched roofs and the others must have been renovated as lots of them had new tiled roofs. Still in most cases very depressive.

Onto the motorway with woods on either side, but not very exiting. The East must have kept the trees and not chopped them down like in the West.

Past Magdenburg we went onto secondary roads again and the country side and also the houses got better as we now entered the Harz with beautiful trees on either side and very good road for bikers.

As we had not booked an hotel, we ended up in Herzberg am Harz. A three star hotel with motor bike facilities for parking round the back. Room good and food excellent.

20/09/04 Tuesday.

The previous evening over dinner we had discussed the possibility of staying another night, due to the very severe weather forecast with gale force winds and heavy rain.

This was definitely the case during the night, but after breakfast it got a bit calmer and the rain stopped. We went on our way and the hotel owner wished us "a happy trip"!

The secondary roads were good and not too windy as there were enough trees either side of the road. The villages against the hills looked spectacular in the sunshine. We decided not to do the other detours we had in mind- like going to the Dams – the Dam busters- , but just head for home. We only stopped for petrol, so we would not loose time. Onto the motorway, the worst bits were the bridges and the "Talbrücken", which were sometimes Kms. long and the wind could catch you from either side. They had put speed restrictions up on certain places, just to keep it safe. We only saw one accident, but managed to get round it without having to stop.

We got home just after lunchtime with just two very light rain showers at the end of the journey. All in all a very good week and now back to the grind stone!

Thank you for setting out the trip Alan and thank you too Alan, Colin, Dave and Helen for your company.

Rosalie and Terry Warnock.

I can just say a few words about the return journey. We left them after our morning coffee stop following our departure from Berlin the next Saturday. They had planned to spend a few extra days in Germany. These are the things you can do when retired! The rest of us made fairly rapid progress back to Hamburg for our overnight crossing to Harwich. Again, although the weather was fine and sunny (as it had been all week), the wind was strong and we feared a rough crossing. Perhaps it was the effect of dancing girls of Bulgaria or the alcohol or both, but

you wouldn't have guessed on board how choppy it was outside. So another good crossing, a great sleep - especially for me nearly missing breakfast and then for the longish haul up from Harwich. We made a lunch stop in a hotel in Stamford where we once did an overnight stop on a trip to France via the BMF rally - anyone remember that one, 1995 I think? Nice place and far better than the A1 Little Chefs etc. Mental note to think about France again, maybe next year? The east coasters decided to accompany me back from Scotch Corner to Penrith and up the A74 although they probably wished they hadn't as we were yet again caught in some very strong winds, so strong that it was difficult to keep vertical and in the one lane crossing the Pennines. Having got that out of the way, the heavens opened when we passed Carlisle. This is where I find that the weather usually deteriorates but we can't complain as this was the only rain to speak of during the whole trip. A swift run up the A74 through the lorry spray in the dark and wind was not too pleasant but at least it was the home straight.

In all, we covered about 2000 miles in our week and a good time was had by all. Happy to be back at work now for a rest and thinking about next year already. Perhaps there will be some digital photos coming for inclusion as well in [BikeBytes](#) etc.

Alan Hopper.

NEC SHOW - COACH TRIP CANCELLED

The Scottish Motorcycle Club trip to the NEC Bike Show unfortunately has been cancelled due to Bus Company letting us down and other Bus Companies proving too expensive, pushing the cost up to "silly money".

John Branney

VISIT TO CONCORDE AT EAST FORTUNE – 14TH NOVEMBER

I have now made a provisional booking for this visit at 2pm on Sunday 14th November. I need to know numbers so could those interested please complete the attached pro-forma at the end of [BikeBytes](#) – cut it off and return to me at 4 Mearnscoft Gardens, Newton Mearns G77 5QG.

The plan is similar to the Falkirk Wheel outing in that you can join for lunch first in a nearby pub or just meet up at the Museum in East Fortune. Family members welcome, come with/without bike (Steve Middleton plans to lead a ride-in from Linlithgow – details soon). At the moment I have no particular pub in mind so if anyone has a good suggestion within say 20 mins of the museum, which is at East Fortune, I am open to this. Otherwise I will just look around when next in the area.

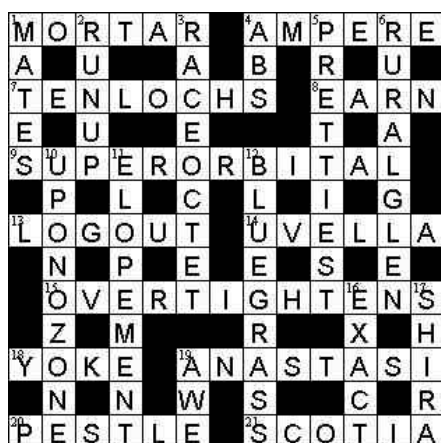
Museum entry is £4, £3 concessions, and children under 12 free. 25% discount if we get over 12 people. We can pay at the door. We can get a guided tour of

the whole thing or just visit the four buildings that make up the exhibitions and where there is always a guide on hand to give a brief explanation or answer questions. I favour the latter since that allows people to go at their own pace.

The important thing to mention is that Concorde is not yet rebuilt; the wings are half on apparently and there are viewing panels and explanations adjacent etc. This gives a chance to see the work in progress before it is finalised - we could always go again next year to see the finished job!

Alan Hopper

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



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

Arthur Shepherd

THIEVING SCUM DEFEATED – LUCKILY

I've mentioned above my "new" VFR, and I nearly lost it! The CBX750 was out of MOT and needing a back tyre, so I took the VFR in to work on Tuesday after the Edinburgh holiday, parking it in my usual place in a corner of the workshop yard.

I repeated this on Wednesday with an earlier start and a later finish in the dark.

Then there was that "Oh Sh**t" moment when I walked up to it and realised the ignition switch was smashed.

After reporting to the security guys, police and my rescue organisation I found the wires were cut and twisted together. The recovery driver was perplexed, as we could find no power on the wires, but the fuses all intact. Fitting a new switch revealed that the scum had pulled so hard on the wiring to get slack to cut and bare the ends that they had yanked apart the connector, despite the wires turning several corners and the connector – up behind the clocks - having a locking tab. So I'm a very lucky chappie to still have it, and curse myself for not having reassessed the risks of a newer and more desirable bike left in the same place I've used for ages. It will in future be parked in a more public place with a muckle big U-lock through the front wheel. I've also tied down the ignition wires so there is barely any slack to get hold of.

Subsequent conversations with guys in the workshop show that it must have happened between 12 noon and 2:30 in an area with lots of pedestrians at lunchtime and overlooked by workers taking their sarnies! The two security cameras both had the bike out of their range!

I'm commuting on the CBX now it's got a new MOT!!

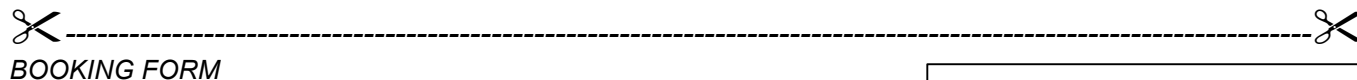
I'm also pretty slick at stripping off the VFR fairing!

Steve Middleton

For Sale

1. **Knox Stowaway back protector**, Small, perfect, worn twice, £30 = half price. See: <http://www.planet-knox.com/acatalog/Stowaway.html>
2. **Alpinestars waterproof gloves**, Large. Hipora lining in fabric/Cordura glove with "synthetic leather" Road Tech model, not on website. Perfect £10

Contact : Steve Middleton
– see page footer for details



BOOKING FORM

**VISIT TO CONCORDE AT EAST FORTUNE
SUNDAY 14TH NOVEMBER**

NAME:

ADDRESS:

Email:

Phone No.:

Number attending visit:

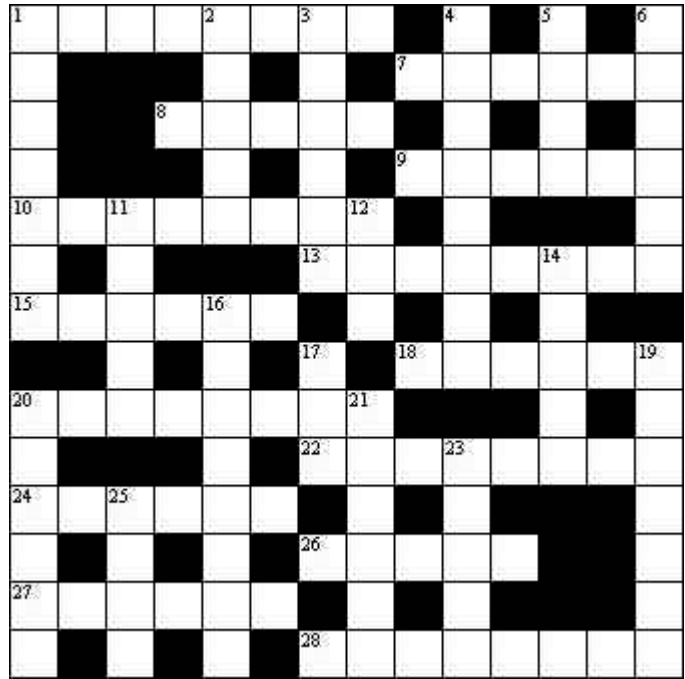
Number attending lunch:

Return to:

Alan Hopper
4 Mearnscroft Gardens,
Newton Mearns,
G77 5QG



October prize crossword



Crossword and Clues compiled by Arthur Shepherd.

You'll find several references to classic bikes and racers among the clues this month. Arthur

Across

- 1 Accumulations on frame, engine, alloy, carb; pays in (8)
- 7 *See 12 Down*
- 8 and 9 Across: Top-class '60s sidecar racer and Britain's most successful chassis manufacturer, famously housing Matchless and Suzuki engines (5, 6)
- 9 *See 8 Across*
- 10 Check for escape of gas, liquid, electricity, light (4, 4)
- 13 Race for 2CVs? Or one with no third place! (3,5)
- 15 Track of riding in ever-decreasing circles! (6)
- 18 and 22 Across: 'Rolls-Royce of Motorcycles'; Lawrence of Arabia owned seven SS80 and 100s (6, 8)
- 20 Palace in Fife (8)
- 22 *see 18 Across*
- 24 Evocative UK manufacturer, winner of first TT in 1907, 'dominated' racing until 80s (6)
- 26 and 27 Across: Probably Britain's most famous racer, winning his first British 500 on a bike designed by 8 & 9 Across which gave him many Grand Prix wins (5, 6)
- 27 *see 26 Across*
- 28 Member Roberta Maxwell loves them and has one sticking out! (8)

Write your name here:

.....

Down

- 1 Bristol makers of flat twins from 1902, winners of TTs and Six Day Trials, until the Dragonfly in 1954 (7)
- 2 Pioneering British maker of nimble water-cooled two-strokes from 1908, hill-climb and TT winners, until the 70s (5)
- 3 Ardent desire, craving, maybe only for water! (6)
- 4 Large shark (*Alopias vulpinus*) beats sea with long tail to round up fish; separator of seeds, husks, straw (8)
- 5 Scots island home of Diana's Mum reached by Telford's famous 1792 'Bridge over the Atlantic' (4)
- 6 Carpel part bearing stigma; fashion (6)
- 11 British maker from 1898 famous for Square Four, Leader/Arrow (5)
- 12 and 7 Across: SMC visit this Honda and Triumph Dealer on Thursday 28 October (3, 6)
- 14 FE institution for research and development, perhaps? (1&1, 3 abbr)
- 16 Comprehensive, versatile, useful for many purposes; like a Michelin man? (3-5)
- 17 Method of positioning guidance used in some aircraft and spacecraft (1, 1, 1 abbr)
- 19 Honda CB600Fs pack stings! (7)
- 20 Production process end sounds Scandinavian! (6)
- 21 Monza GP 1958 1st, 2nd, 4th & 5th places, Mike Hailwood's and Jerry Dawe's manufacturer (6)
- 23 Eagle's nest (5)
- 25 Type of grass used in two-strokes and bagpipes! (4)

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 : Meeting 8 September : Black Bitch Tavern, Linlithgow

1. **Apologies:** Alan & Moyra Gordon, Alan Hopper, Bob Crawley, John & Janet Moss, John Mallet, Judy Broad, Jim & Marian Campbell.
2. **Minutes from previous meeting:** - These were published in the last edition of Bike Bytes.
Proposed by: Norrie Miller, Seconded by: John Stewart
3. **Treasurer – Arthur Shepherd on behalf of Judy Broad.** No update.
4. **Secretary’s Report – Arthur Shepherd**
Three new members have joined since the last meeting. Current membership stands at 135.
5. **Events – Gordon Macmillan**
Those events taken place are:
22/8 Ten Lochs and Inveraray, 5/9 Grampian Motorcycle Convention, Alford.
Forthcoming events:
19/9 - Sin City Wine Run – organiser Alex Rennie. Leaving Kinross Services at 10am.
26/9 – The Big Bear’s Picnic – organiser John Mallet. Leaving Stirling Services at 11:30am. Overall distance is approx 100miles and anyone coming along should bring a packed lunch with them.
Nov – date to be confirmed – trip to East Fortune to see Concorde. Organiser Alan Hopper.
5/11 – NEC Bike Show (preview day) – organiser John Branney. The price will be £28 for entry to the show plus £25 for the minibus assuming 16 places are booked. There are only 8 spaces available therefore anyone wishing to attend should contact John ASAP.
4/12 – Xmas Party – please send your booking form to Bob Crawley ASAP.
6. **Website – Arthur Shepherd on behalf of Stewart Bowman**
Total visits to the site in August were 728 overall of which 269 were to the public area and 459 to the members area. BikeBytes received 486 hits, events diary 128, public events 98, notice board 95 and public links 76. Further reciprocal links and photos have been added
7. **Newsletter – Steve Middleton.** Anyone who would like to contribute articles is encouraged to do so.
8. **Merchandise – Steve Middleton.** Catalogues are available if anyone wants to place an order.
Fairing stickers are available at £1 each. Earplugs will be available soon at a discounted rate.
9. **Video Club – Katharine Jackson.** A register has now been created which allows people to book videos in and out. David Jerome very kindly donated a further 7 videos to the club.
10. **BMF – Arthur Shepherd**
The AGM is taking place on 2/10 in Leicester. If anyone is particularly interested in attending (maximum 2 delegates) then BMF need to be informed by 14/9.
11. **Crossword**
There were 7 entries this month of which 2 were incorrect. This month’s winner is Alan Hopper.
12. **AOB**
Arthur has arranged a further visit to Two Wheels on 21/10. People are requested to arrive before 7pm when refreshments will be served. This will be followed by a tour of the workshop, clothing and training area and people will be given the opportunity to browse products and receive a 10% discount. Details will be published soon.
A guest speaker has been organised for November’s meeting by Tom Barker. Police Motorbike instructor, Bob Simpson, from Tullyallan will give a talk on bike safety.
Further suggestions for club funds are;
Alan Graham – external portable drive to enable files to be backed up and transferred easily between committee/club members.
Norrie Millar – 1st Aid Kit
John Branney – reduce subs for those members renewing their membership next year.
13. **Colin Hart from Forth Gear** in South Queensferry was this month’s guest speaker. He has offered members who produce their membership card a 10% discount on goods purchased. He also has a website www.forthgear.co.uk
14. **Next meeting**
8pm 13/10/04, Black Bitch Tavern, Linlithgow.

Katherine Jackson