



Scottish Motorcycle Club

BikeBytes

Volume 2 Issue 6

June 2001

WELCOME TO NEW MEMBERS

This month we extend a warm welcome to four new Members. They are **John Callan** of Carluke, **Charles Guthrie** of South Queensferry, **John McLuskey** of Lenzie and **Brian Williams** of Linlithgow. Brian is MAG's North of Scotland Representative and came to visit us in that capacity at last month's meeting - and joined us!

We all hope you all will enjoy being a Member of the Scottish Motorcycle Club for many years.

STRANGE SIGHTINGS IN THE HIGHLANDS

Two monsters sighted - But not quick enough for Alan G!



QUESTIONNAIRE ABOUT GROWTH AND MAG

With several days to go before closing date, the results so far of the questionnaire about what kind of growth Members would like to see and whether we should join MAG are as follows.

Of the 22 Members who have replied, four think we should grow vigorously using additional promotional effort and funding, 18 think we should grow gently or remain much the same size as now using present promotional effort, and none think we should become smaller.

On the question of joining MAG, 19 think we should and three think not.

If you have not registered your opinions complete the form in last month's Bike Bytes and return to Arthur asap.



Guess who

NEXT RUNS AND MEETING

The next Club Meeting is on 13 June and will include a visit from Alan Paterson, Road Safety Officer for Lothian & Borders Police. See the article on page 2.

Jim Nickerson's run to the **South East** is on 3 June;

Alan Graham's evening run to **St Andrews** is on 15 June;

and Jay Martin's run to **Glencoe** is on 24 June.

And just a reminder that the **Calendar of Events** is in the Members' Area of the website.

THIS ISSUE

While Arthur is away on a well-deserved rest with Fiona and the toothbrush – see below – this issue is brought to you by Steve Middleton, so throw any brickbats at him. Conversely if you tell him it's OK he offers to do it again. This is a postal-only issue while Steve is experimenting with web publishing, and trying to make everything stay where he puts it!

NEXT ISSUE

Contributions are welcome and should reach Arthur at the address below before the 20th of this month, please.

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TREASURER'S RAMBLINGS

Our logo has now been put onto T/shirts, sweat shirts, rugby shirts, hats and loads more if you require something that bit different eg on a pair of swimshorts, towelling robe, bags or cardigans you can have it

We are using a company based in Alva called Scotcrest and their website is www.scotcrest.co.uk The club is paying the vat on the goods and you are paying the cost price. On club night nearly all the samples were sold and on the Sunday run an order was gathered from those present for a whopping 35 different articles, I am not telling who ordered the thong.

Please place any order through myself as we need a minimum of 12 items before I can submit the next order. Prices range roughly £8-£12 for average items.

Alan Graham

AUTOSOL TIPS

How many of us have scrubbed, rubbed and polished various bits of metal alloy, often in awkward places, and wished for a way of automating the AutoSol routine? Well here is a useful tip. There already is an electric tool designed for cleaning and polishing metal alloy (sometimes called amalgam) in awkward places. It is the electric toothbrush! OK, it cleans teeth as well but a lot of teeth have amalgam, too.

Fiona and I recently bought an electric toothbrush and the great thing is it came with two brushes. I use one in the mouth and Fiona thinks the other one is hers but I use it for polishing the alloy on the bike and it works a treat.

Arthur Shepherd

GUEST SPEAKER

Alan Paterson, Road Safety Officer for Lothian & Borders Police, will come and give us a talk at the next meeting (June 13th). He will cover Bikesafe and "riding in groups" in a presentation lasting about an hour. Should be good - Alan's a nice bloke and I expect his message to (a) encourage members into taking some advanced training and (b) reinforce the club guidelines on riding in groups (I think we only had one instance of lost contact on the Glen Lyon run on Sunday!).

Stewart Bowman

HIYA ALL

I'm Ronnie Taylor (New Member). Thought I would drop you a line and introduce myself.

Just got your information pack through the door, and I must say it makes pleasant and interesting reading.

Been a biker now since more or less when I was about 14 when my first motorbike arrived in a oil soaked cardboard box which cost me a princely sum of £5.00 from my paper-round.

Since then I have had numerous motorcycles from a BSA M20 girder forks, a sidecar attached to revamped Sammy Miller trials bikes and now my latest acquisition – a Honda Varadero XL1000 - which I'm hoping to tour Europe on with my wife Ann as passenger sometime next year.

So say Hi to everybody from me and put me down as a Yes on your runs list. (But depends what shift I'm on at the time) Also, if any of the other members want to drop by as they're passing please don't hesitate... Both Ann and I are always open for a natter.

Or I can be contacted either at my Home Number 01875 813125 or Mobile 07801 673084.

Also use this e-mail: ronnie.taylor@virgin.net. Whichever, I'm always around somewhere.

PS Like the Site... Build them myself..

Ronnie & Ann Taylor

12 North Seton Park, Port Seton,
East Lothian

And another one from Ronnie and Ann:

BIG BROTHER IS WATCHING YOU

Thought you would like to know....

Be aware of the new speed cameras which are being erected the complete length of the A and M Roads. They are recognised by a tall blue coloured pole and a small aerial pole next to it. We may have a possible stay of execution, due to the privacy law holding up these units being switched on. At the moment it is being debated within Parliament.

SPEEDCHECK SVVD or SPECS went on-line last week-end on the M1, netting 4,300 offenders in a single day. The system does not use instantaneous speed like the cameras we're all familiar with, instead measuring the average speed of every vehicle over a distance of about a mile.

How?

By reading your licence plate and matching it up camera-to-camera. Kent and Leicestershire police are so impressed with it that systems are being

erected in their enforcement areas too. This is a new system which has now entered service after successful trials on the M1 and M20 in the UK.

SPEEDCHECK SVDD (Sureway Video Detection Device) is a system similar in concept to the GATSO, but with a new twist. SVDD deploys cameras at either end of a measured baseline, (up to 500 metres) to monitor vehicles 24 hours a day. Using machine vision, vehicle number plates are read, and the precise time of each observation recorded and as a vehicle passes the second camera, the number plate records are matched, and an average speed for the vehicle is calculated. If this is above the trigger speed, then the vehicle's identification is recorded along with its speed. It is also flashed up on a huge illuminated sign further down the road to embarrass the driver into slowing down. When triggered, the detection technology used in these cameras automatically records the date, precise time, location and speed of the offending vehicle, along with a detailed image of the front of the vehicle, which clearly records the number plate, make, model, who is driving and colour of the vehicle.

There are five overriding reasons for the habitual speeder to be afraid of this system.

1. Works 24 hours a day.
2. Needs no film!
3. Uses no flash!
4. Uses no radar!
5. Proven to be over 99% accurate in almost all weather conditions.

It doesn't do spot speed checking. A GATSO can only check the speed of a vehicle within a certain range, so the tactic most drivers use now is to slow down for the camera and then speed up again once past it.

SPEEDCHECK measures average speed over a known distance. So if you do 60mph under each camera and then speed up to 80 mph in between, your average speed is likely to be near 70mph - 10 over the limit imposed, you're nicked. SVDD say this means that the system can impose a far smoother flow of traffic eliminating slow-fast driving that the GATSO cameras provoke.

Because it's automated, the system is entirely self-sufficient. It's hooked up to the DVLA computers, and can automatically process the fines and send out notices in the post. They are digital and linked direct to computer, use no film or flashgun. They can deal with 60,000 tickets EVERY DAY

Question Is –
Is Big Brother Watching You?

Ronnie & Ann Taylor

STEWART BOWMAN GETS TAKEN FOR A (TEST) RIDE – THREE TIMES!

I've had test rides on a few bikes recently and thought you might be interested in the following. I'm hoping for rides on the new Triumph Daytona and Cagiva Raptor soon too (plus anything else I can wheedle out of the local dealers).

Three Up

In the space of a couple of weeks, I managed to sneak test rides on 3 of the 4 current "hot" big sports bikes and thought I might share my very subjective thoughts with you. Long-distance touring enthusiasts will note that none of these bikes have shaft drive or centre stands!

The bikes were the Honda Fireblade - courtesy of Dicksons Honda while mine was in for a service, Aprilia RSV Mille and Suzuki GSXR1000 - both from Alan Duffus in Perth. I missed out on the R1 (had a quick seat on one and didn't take to the riding position - same would apply to the Ducati 996 if anyone was daft enough to offer a test ride on it!). The benchmark is my own '99 Blade on which I've run up just over 12,000 miles in the past year (so I know its characteristics fairly well by now, I guess).

The test rides were fairly short - between 30 and 90 minutes - over a mixture of (er, private) roads round Perth / Madderty / Crieff / Gask that I know quite well. Unlike most of the bike comics, I don't reckon that a track test tells you much about a bike's abilities on the road - things like pothole avoidance abilities, balance at slow speeds and mirror coverage are as important as outright performance usually.

Honda Fireblade

Looks and feels more like a 400 or lightweight 600 - a very small bike, but the riding position (in terms of the relationships between hands, feet and, er, bum) is pretty much the same as the older Blade, except that the footpegs are maybe a tad higher and / or further back. The engine is only 10cc or so bigger than its predecessor, but is now fuel injected. I didn't expect it to feel much more powerful, but the midrange is a lot stronger and it didn't suffer from the low-revs snatching that I encountered on a VFR800 last year. Handling is a bit more forgiving than mine - doesn't turn in as fast, but was a bit more stable through the corners. The screen is absolutely tiny and in the chocolate fireguard category - you'd need to get your head well down to sustain serious speeds on this bike, making "progressive" riding a bit of a pain, frankly. I guess a higher or double-bubble screen would cure this. It's a lovely bike, though - usual Honda build quality, and a gem at low speeds in traffic.

Aprilia RSV Mille

A very impressive / bonny bike to look at - looks to be well built with high-quality components. It looks quite "big" but isn't a heavy bike by any means and is easy to move around despite a fairly high seat. As it's a V-twin, I'd expected lots of low-down pulling power and it certainly felt that way at lower speeds. Funny thing, though: rumbling along feeling like it's doing about 1,000 revs, but a check on the rev counter shows it's actually pulling twice that - must be something to do with producing half the number of sparks per rev. That said, the engine is lovely in the low and mid range - not hugely powerful, but smooth and linear in its delivery. It's fuel-injected too, and is also fairly snatch-free. Handling's very stable in a straight line and mid-corner, but I found it slightly reluctant to turn in - this got more obvious at higher speeds. It might respond better to a more aggressive riding "style", but I found it a bit limiting. The riding position was quite cramped for me - high pegs and a seat that insisted on pushing me up against the tank - but the tank has quite pronounced "cut-outs" which let you get your knees tucked in nice and close. Handy for hanging off, so I'm told. Decent wind protection would make this a contender for longer distances, and it's certainly not a tiring bike to ride despite the tight riding position. Oh - and the brakes are stunningly good.

Suzuki GSXR1000

I'd read the hype and was prepared (well...) for an unstable, overpowered track-focused handful. Wrong! The bike looks very similar to its 750cc variant - just the 6-pot calipers and titanium nitrided forks give it away (apart from the big "1000" sticker, of course). Again, the seat's quite high (tippy toes for me) but, because it's so light and well-balanced, didn't cause any embarrassments paddling it about. The demonstrator had a few scratches over the front of the fairing which Alan Duffus (himself, no less!) blamed on a friend's momentary inattention during the Pitlochry test ride weekend - ended up in a barbed wire fence! The riding position's very like my own bike - not at all extreme, and comfy enough for decent distances. The fairing's very effective too, without having to duck down at all at sensible speeds (ahem!). I thought the handling was also very similar to my own Blade - maybe not quite as quick to turn in, but quick enough, and held its line nicely through bends - very confidence-inspiring. However, the problem with this bike is the engine - it's addictive. There's plenty of power from about 1,000 revs up to the redline, and it really doesn't matter (on the road anyway) which gear you're in. For example, on a nice long stretch of private road, I sat at 70 in top (yes, top - about 4,000 revs) and opened the throttle. The bike just took off like the proverbial

hot-watered feline and was doing double the starting speed in, ooh, about 7 or 8 seconds.

Spoilt For Choice

Three very, very capable bikes, no question of it, and all of them will find plenty of customers. However, you won't be surprised that I want a GSXR1000. - Now!

p.s. Must arrange a ride on a Harley, just to see what I'm missing....

Stewart Bowman

smc@stewartbowman.com

JIM SEMPLE "enLIGHTens" US - ON HIS CASTLE DOUGLAS RUN, 29TH APRIL 2001

Perhaps this run should have been billed as the "temporary traffic lights run". The reasons for this will become clearer as one reads on. Although designated as my run, I had asked my mate Ronnie Howat if he would like to lead on his Gold Wing and I would be back marker. This was to compensate Ronnie for the assistance he gave me in organising the first club run last year, and reverse the roles we had on that day. Ronnie readily agreed and the previous Sunday we covered the route by car (it was raining!), with Ronnie driving so that he would remember the route (ha, ha!!). Everything went well, and we were confident that a good run would ensue the following weekend. As an added bonus for Ronnie, I said that I would try to video sections of the run from a couple of vantage points, so he would have a lasting reminder of being "in the lead".

Sunday 29th dawned, and at 9.30am as agreed, I was at our starting point at Strathclyde Park. Ronnie and Mairi arrived at the intended departure time of 10am! My trusty pillion Margaret and I then left first to allow us to get to the first video position on an M74 flyover. Well, that was the intention, but we were not to know that a set of temporary traffic lights had been erected that morning on our route to the vantage point. Yes, you've guessed it- they changed to red on our approach! We got through just in time to see the tail lights of the 'first wave' disappearing under our carefully chosen video point. Cursing the law of Sod, we turned around just in nice time to see the disappearing act of the second lot of bikes! It turned out that good old Strathy Regional's finest had switched on yet another set of temporary lights at the Park, which split the run in two. Well, at least on our return journey, our lot of lights gave in and let us through immediately, allowing us to catch up quickly.

The route took us through Stonehouse and Strathaven onto the Muirkirk road, from there onto the B743 to Sorn. Outside Sorn we headed across

to Galston and the Bobbin cafe, a very welcome and popular stop for us bikers.

Suitably refreshed, I and my intrepid camera crew (Maggie and the video!) set off to position ourselves on the hill out of Galston and this time managed to video the "Retreat from Moscow" lead by Napoleon Howat and Mairi (definitely NOT TONIGHT.....!!!!). I now appreciate how fast Alan Graham has to go to catch up! We then headed for Castle Douglas via Tarbolton, Trabboch, Drongan then Patna. From Patna it was a straightforward run down the A713 through Dalmellington, Carsphairn and along the sides of Carsfad and Earlstoun Lochs respectively.

Turning on to the A762 took us along the west side of Loch Ken and down to Ringford, where we took the A75 to Castle Douglas and the next video shoot, which was a surprise - in the Carlinwark Loch car park, the contents of Ronnie's panniers were revealed (Oh, God, NoOOOOO!) three loaves of Mother's Pride for the big bad bikers to feed the swannies - ahhhhh, sweet!

We all then repaired to the local hostelrys to get over the shock and emerged an hour or so later replenished and ready for the homeward hike. By this time the precarious good weather had given up and left, and the heavens opened along the lines of the best Hollywood epic. I selflessly surrendered any claim to the lead position to Ronnie - how could I do a better job of leading than the master of the A-Z (Tasmanian edition!!) Besides which, I was really enjoying being at the back out of the way, and totally absolved of responsibility for the ensuing almighty cock-up. Unfortunately we hadn't allowed for....TEMPORARY B*!%#Y SODDING TRAFFIC LIGHTS in the main street. The effect of these on our tight-knit group was similar to that of a crop scarer on a flock of jittery sparrows with a medical nervous disorder - bikes suddenly seemed to be everywhere, none of them going in the same direction at the same time. Ronnie and his group of the rising sun had headed off in the right direction, but the rest headed straight on. In the middle of this mayhem, Raymond (Reginald) and his Wing cruised alone - an ocean of calm in a mad world. Disdaining the pre-arranged route, this paladin of the True Way trusted to God, not Ronnie or me, to show him the Path - and ended up eating an ice cream in Largs- work that one out, seeing as how he stays in Duntocher!!

Meanwhile, back at Loony City, I had managed to round up the second group and herd them onto the right road. AFTER THAT, having failed to capture Raymond, I tootled along at a sedate ?? mph to catch up with the second group - unsuccessfully as it turned out.

It later came to light that Ronnie had missed a minor turning and had ended up in Dumfries whilst the second group went one better and ended up in Ayr! Meanwhile Margaret and I, having totally lost everyone/the plot/the will to live went on our way and ended up riding through Moniave, Thornhill, Dalveen Pass, and Abington and stopped at Biggar as intended for coffee.

We spotted Alan Graham "passing through", but he didn't stop to speak - can't think why?!

There are several points for future reference to be noted and remembered from the above:

1. Always keep the rider behind in sight.
2. Wait at a junction if 1. above has disappeared 'til they catch up.
3. Check with the various regions if they have an overall budget underspend and are planning an orgy of TEMPORARY TRAFFIC LIGHTS to use up the extra dosh.
4. Offer to fix the road yourself to avoid the need for 3. above.
5. Check that your lead rider does in fact understand written English and is familiar with the technical terms of orienteering, such as turn right/left here!

Many thanks to Ronnie (honest!) for his help in letting us discover hitherto unknown delights of our country roads – the next run Ronnie is planning will be to Atlantis, taking tea with Lord Lucan and visiting the resting place of the Holy Grail!!!!

Jim Semple (aided and abetted by Mairi Howat)

RAINFORESTS OF PERTSHIRE:

STEWART BOWMAN'S RUN TO GLEN LYON, SUNDAY 13 MAY

Torrential rain seemed a dead cert for this year's expedition to the hill country: we'd already had over a week of increasingly-warm and dry weather, I'd washed the bike, looked out the leathers and chosen a route which would be absolutely pants in the wet. However, no-one was more surprised than I was to get up at the crack of something on Sunday 13th (!) May to find the sun shining. Casting caution to the (non-existent) winds, the waterproofs were left in the cupboard for the warm-up run to Kinross Services via Glenfarg (it's MY road, young Ronnie!).

Having learnt a lesson from previous runs, I'd left plenty of slack in the morning schedule - just as well, really, but we got away around ten past ten for the first leg via Glendevon, Gleneagles, Crieff and the Sma' Glen to the Amulree Hotel for coffee. There were 20 bikes and 24 people in the group:

old stagers, recent and brand new members - quite a large group for the wee roads we'd be on later in the day - with Arthur vounteering to act as sweeper.

After coffee and shortbread we headed up over Wade's Road (A826) though Glen Cochill to Aberfeldy, opting to stay behind some very nervous and SLOW drivers (tourists?) on the final downhill section rather than split the group up. The last bit of road took us along the side of the Tay through Weem to the Fortingall Hotel for lunch.

It was fairly warm by now, and a leisurely lunch was interspersed with sunbathing and visits to see the Fortingall Yew (allegedly the oldest living thing in Europe, though there were mutterings about some of the club's more mature members). We posed for a photo for the hotel (something about a caption competition) before heading for Glen Lyon. We had to spray disinfectant on our tyres and boots at the foot of the glen - very much a DIY effort - thanks to Alan Graham for manning the other pump! Glen Lyon itself is, I think, absolutely gorgeous - it's not a fast road at all, but follows the line of the River Lyon through lots of nice green bits - sort of a "lost valley" place. We cut off at Bridge of Balgie and took the single-tracker up past Ben Lawers. This road goes up into more rocky country, and has some spectacular views - one of my favourites is when you come round a bit of a corner and see the Hydro dam reservoir for the first time.

Once back on a proper road, we nipped along the side of Loch Tay to Killin. A few of the west coasters split off at Lix Toll to go home via Crianlarich and Loch Lomond while the rest of us headed for Loch Earn and Comrie (sorry about the non-petrol stop - they WERE open a week earlier!). We then took the B827 over the hill from Comrie towards Braco and Gleneagles before retracing our morning steps through Glen Devon to Kinross. If you hear any rumours about any bikes making excessive progress on the last few miles, please pay no heed - it didn't happen, and if it did, it didn't involve an R1 and a Fireblade. Oh no.

Thanks to everyone who came along - I enjoyed your company and I dare say the hotels enjoyed our custom!

Had a very nice phone message from Hamish Davidson on Sunday night, thanking me for organising the run - good to know one's efforts are appreciated (and yes, I do take full credit for the weather - my prayer mat's worn out!).

Stewart Bowman

MULL WEEKEND WITH JOHN STEWART: 26-27 May

Just a few words in anticipation of a full report next month. Steve met John in Tesco's just before he set off on the run, and he seemed at ease, so presumably he felt all was under control, or is that just John's laid-back style?

All went OK according to a brief comment from Jim Semple, with good weather apart from the final coming home stages where there was some rain. We look forward to pictures to include next issue.

THE FIFTH COLUMN

Well, looks like we've had summer, then; after a week or two of sunshine, it's back to the penetrating drizzle (not to be confused with the penetrating drivel which follows).

Euro Chance To Influence

MEP RIDE 2001 is planned for 4th July from outside the Strasbourg Parliament building. This allows MAG / FEMA members to take their MEP out for a pillion ride through sunny Strasbourg. If you happen to be heading for the area, give me a call - places are limited (to the number of MEPs willing to participate!).

MEP LOBBY WEEK is provisionally arranged for mid-September in Brussels. Again, if you're likely to be in the area, get in touch for further details.

Door-To-Door Salespeople

Can I just point out the dangers of dealing with "doorsteppers" over the coming week or so. Many of these people claim to be "candidates" and will promise you your heart's desire if you'll just vote for them. Why not make up a list in advance and ask them to sign a promise that, if elected, they will ensure that your wishes will be granted?

Advisory Group On Motorcycling

Both MAG and the BMF are represented on this body, which was set up by the Westminster government. I quote from a MAG briefing:

In a recent statement, Transport and Environment Minister Lord Whitty welcomed the publication of the Interim Report of the Advisory Group on Motorcycling, and highlighted the substantial contribution that the group has made in assisting the Government to develop its motorcycling policy.

Lord Whitty continued: "With the help of the Advisory Group, the Government is focusing on some key issues for motorcycling. In particular, we are examining the impact of powered two-wheelers on congestion and are exploring their environmental effect. There can be little doubt that mopeds and small motorcycles can offer environmental benefits.

"We want local authorities to consider specific measures to assist motorcyclists in making integrated journeys, including parking, interchange facilities and appropriate road maintenance. We are also implementing a package of measures to improve the safety of motorcyclists.

"This interim report sets out how we are looking at motorcycling across a wide range of issues. We have made good progress. With the continued help of the Advisory Group - not least those who actually ride motorcycles - we will carry on developing our policies so that we take proper account of motorcycles for integrated transport."

Oil Capital

SNP MSP for North East Scotland, Brian Adam, has tabled a Parliamentary motion congratulating Aberdeen Motorcycle Action Group on their recent rally to highlight the danger of diesel spills on the road. Well done Bruce (Aberdeen MAG Rep).

Snippet Bits

Thanks to an anonymous contributor for these...

Scottish police forces have combined to set up a unit to crack down on motorcycle theft in general and organised gangs in particular. They recently checked over 150 race bikes at Knockhill - a similar operation in England last year uncovered a substantial number of race bikes running stolen parts. West Coast Harley in Glasgow was also the target for thieves, losing £25,000 worth of Harley merchandise (didn't take any bikes, though...).

An RAC survey of 500 motorists (car drivers, I think) suggests that only half of them could correctly identify road signs. Only 10% understood the "end of dual carriageway" sign, for instance. Why are we not surprised?

Events

Lots of Scottish events (and the main UK ones) can be found at <http://www.mag-perth.org.uk> under Events. Highlights for June include:

Thursday 14th - UK Ride to Work Day (nae excuses!)

Saturday 16th - Edinburgh MAG Demo Run from Leith Links 12:00

Friday 29th to Sunday 1st - MAG Sou' Wester Rally (somewhere in the south west...)

And Finally

Just for a week or so we had ideal biking weather in Perthshire - dry, warm enough to chance the leathers (pity they'd shrunk over the winter, though!), too early for the massed caravan armadas and too soon for big numbers of splatty insects (and midgies - never forget about midgies!). Perfick.

Stewart Bowman

AUTOGLYM

Autoglym have brought out some new products in the last few months that will interest motorcyclists.

First is the Motorcycle Degreaser, which is ideal for cleaning back wheels and, cleaning chains. It is strong enough to clean oil and grease off without removing the paint. Comes in a 450ml. aerosol and is easy to use. Retails @ £4.99.

Motorcycle Visor Cleaner comes in a pocket size 100ml. bottle. Retails @ £4.99.

Leather Cleaner in a 500ml pump action bottle, Ideal for cleaning your leathers. Retails @ £4.99.

Should be used along with Leather Care Cream, which comes in a 325ml. bottle. Retails @ £4.99.

The Extra Gloss Protection now comes in 500ml.& 1 litre as well as the usual 325ml. bottles.

There is a large range of AUTOGLYM products that are all available from myself at discounted prices to all SMC members. For the special SMC discounted prices please call, email or see me at club runs or meetings. Leaflets and advice are freely available from myself. Some of the products are also available in 5 Litre containers, with even bigger savings, These include, Motorcycle Cleaner, Bodywork Shampoo, Bodywork Shampoo & Conditioner, & many more!

Robert Mackintosh

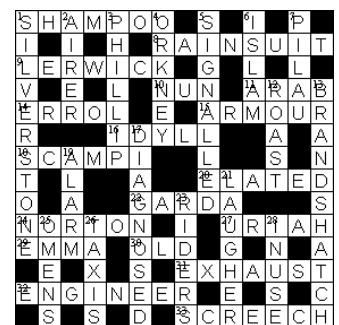
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The solution to the May crossword was:

April crossword

Four entries for the Crossword Competition in the April issue of BikeBytes were received and all were correct. They were from: Ronnie Howat, Mike Little, Steve Middleton and Jim Semple. Katharine Dallman, who compiles the clues for the Crosswords created by Sue Temple, drew the winner of the prize at the May Club Meeting. The winner was Ronnie Howat.

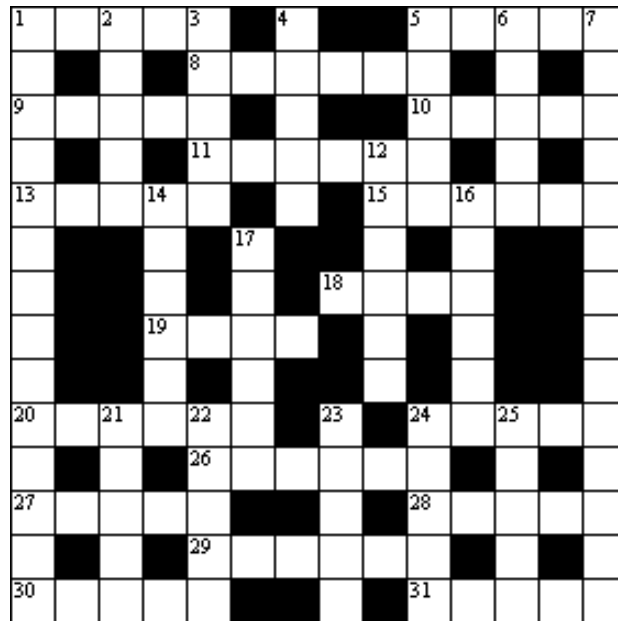




June crossword puzzle



Here's the new one for you to scratch your head over.



Across

- 1. & 19 Across - Peninsula extending into the Moray Firth (5,4)
- 5. A brad, or nail without a head (5)
- 8. The _____ Works, 1980s pop band (6)
- 9. A place for temporary rest or sleep (5)
- 10. A scooter whose name originates from a variety of insects including wasps and hornets (5)
- 11. Number of signs in the Zodiac (6)
- 13. Home of the Benelli and Laverda (5)
- 15. A small arthropod animal (6)
- 18. A competition of speed (4)
- 19. see 1 Across
- 20. The kind of weaving, turning roads we like (6)
- 24. Julius Caesar was one (5)
- 26. Precedes pipe, valve and wheel (6)
- 27. Chelmsford, county town of _____? (5)
- 28. To fight, often with the fists (5)
- 29. Inspiring awe or admiration (6)
- 30. Eats and drinks to a regulated system (5)
- 31. Soaked with moisture (5)

Down

- 1. English town meaning "corn farm" (7-2-5)
- 2. A pleasant characteristic odour (5)
- 3. A cat (5)
- 4. Two-wheeled motor vehicles (5)
- 5. The French Indian War which lasted from 1756 - 1763 (5)
- 6. Famous female ragdoll (5)
- 7. Highland town founded in 1765 by Sir James Grant (8-2-4)
- 12. Yamaha XV custom bike (6)
- 14. Female loo (6)
- 16. Instrument used to indicate rate of travel (6)
- 17. Commuters' worst nightmare?! (6)
- 21. Large publication for the homeless (5)
- 22. 28th State of America (5)
- 23. To rate at a certain price (5)
- 24. Lies down, especially to sleep (5)
- 25. Loch Morar's monster (5)

Your name:

Send the completed puzzle for entry into the prize draw to:

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