



Scottish Motorcycle Club

Bike Bytes

Volume 2 Issue 7

July 2001

WELCOME

This month we give a very warm welcome to nine new Members. We hope you will all enjoy belonging to the Scottish Motorcycle Club and joining in the various activities and fun. They are **Douglas Martin** of Carluke, **Gordon and Tracy MacMillan** of Livingston, **John Watson** of Bothwell, **Peter Cook** of Linlithgow, **Neil and Joanne Lovell** of Edinburgh and **Stuart and Beverley McLean** of East Kilbride. Stuart is the 100th person to join SMC since we started in February 2000.

We also give a very warm renewed welcome to our old friend Steve Middleton as Editor. Steve has written a few articles for BikeBytes before and recently offered to help more but he did a terrific job on the June issue of BikeBytes while I was away on holiday (talk about being plunged in at the deep end). Steve has kindly agreed to take over from me as Editor but I will be lending him a hand and helping with distribution, etc. I wish him well and ask you to support him. Thanks to all Members who sent me their articles and ideas for printing in the past, especially those regular contributors (and to Stewart Bowman most of all, who has never missed a single month nor even a deadline with his monthly Fifth Column and other articles). Please keep those contributions coming but send them directly to Steve in future. (see foot of page 2 and later pages for contact details) Don't worry though, any that reach me will go straight on to him!

Arthur Shepherd



VFR 750 WORKSHOP MANUAL

John Branney is offering Members a Haynes Workshop Manual for the 1986-1994 Honda VFR750 and 700 V-Fours. Anyone interested should contact him or Arthur Shepherd.

NEXT RUNS AND MEETING

The next Club Meeting is on 11 July and the next runs are

Jim Simpson's to the **Trossachs** departing Stirling Services at 19:00 on Friday 6 July (note changed meeting point),

Ronnie Howatt & Katharine Dallman's **Barbecue** on 8 July, (*for me last year's hit event – Ed*)

BMF Kelso **Bikefest** on 15 July,

Arthur's run to **Berwick-on-Tweed** on 22 July and

Jim McKechnie's run on 27 July, (*typical, the Run Organiser hasn't told me **where** his own is going to! Ed.*)

- making July a very busy month with a variety of events to look forward to. Enjoy!

Arthur Shepherd



GUESS WHO??



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RUN MEISTER'S RUN REVIEW & NEWS

Firstly, please note this change of details:

The **Friday Run** out of Strathclyde Park scheduled for the 6th July will now start from Stirling Services, and take in the Trossachs. - Sorry for any disappointment/ changed plans.

We are well into the calendar now and a few words from myself may be in order. I have managed to attend all the organised runs up to but not including Alan Graham's **Fish Supper Run** on 15 June. All runs seem to have delivered what they set out to do. No outraged riders or pillions, no persons reported as lost (or found in foreign parts), and no mass resignations. The weather on all bar one has been remarkably kind to us, although I panicked on the first to **Inveraray** and stopped to don bunny suit at the first and only drops of rain up near Dalmally. This seemed to work as a magic charm and promptly stopped the scheduled deluge. Wonder who got it instead? London?

The 'free range' lunch arrangements worked well and all were back at the bikes in time for the run home. The stretch from Dalmally through Inveraray, Arrocher, Loch Long, and as an addition over the 'Coulport' construction road to Loch Lomond has long been a favourite gallop.

The **Castle Douglas** run was, if nothing, interesting. We got a bit crossed up coming out of Strathclyde Park and ended up running as two groups to the coffee stop at Galston. Surprisingly the Muirkirk - Sorn - Galston section I have never been over before. Lovely little bit of road, and I have repeated the section in the opposite direction since. The fast-ish roads down to Castle Douglas again saw the snake broken into two or possibly more groups, but that was as nothing compared to the post-lunch fun. As I understand it we managed to have bikes in four counties simultaneously as each group interpreted the route with some poetic licence. I followed the angel-on-a-Wing (Ronnie) and got soaked for my troubles. Meanwhile Jim Semple, by now in glorious isolation, was in sunshine on the other side of the Leadhills.

The **Glen Lyon** excursion was a model of organisation as befits our Chairman. Fast, dry and empty roads up through Perthshire to the lunch stop at Fortingall, with a coffee stop en-route at Amulree. After a languid lunch where there seemed to be no chronological relationship between ordering and receiving food, we duly queued up while Stewart and Alan anointed our feet and wheels with disinfectant prior to a picturesque ramble up Glen Lyon and over the shoulder of Ben Lawyers and up to Killin. At this point the lads from the west peeled off for

Crianlarich and a fast blast down to Ardlui for a small refreshment in the sun, before fighting the tourists down Lomond-side and home.

The **Mull, Iona & Morvern Peninsula** was a run of two halves, as all the best sport commentators say. Saturday - sunny, fast and exhilarating, Sunday - rain, mist and survival riding most of the time. I will leave the chroniclers of this run to expand on this, but suffice it to say that one nameless member taught this hardened trooper a few new twists in oaths describing the riding experience on rural single carriageways.

The **Border Raid** by Jim Nickerson also went like clockwork. A seasoned campaigner, he had scheduled a few re-grouping points to let the different speed groups come together and minimise the number of puzzled riders combing the borders looking like a rieviers' party. Seem to remember the lunch with some clarity - a touch of the old HOC there. Sandra brought along a new prospective member on this run and talking to him afterward he was favourably impressed with our attitude and intends joining. Another Pan rider, for what it is worth.

In summary: A lot of effort by the organisers is paying off and the club is looking very healthy.

Some of the split group problems might have been avoided, and I would urge all members on a run to **keep checking behind**, and if the person behind gets baulked or is finding the pace a bit much, slow down. This is how the message gets to the man or woman at the front.

RUN A RUN – LEADERS NEEDED

One of the main functions of the club is to take your fellows through your kind of country / experience. This is why we encourage as many members as possible to take a hand in organising a run or weekend away. To do this **we need you**. Three slots late in the year need an organiser, or they won't happen.

- 1) Sunday 19th August: provisionally northwest quarter out of Stirling
- 2) Sunday 16th September: provisionally southwest quarter out of Strathclyde Park
- 3) Sunday 7th October: provisionally northeast quarter out of Kinross

Lastly, the single overnight run round Mull seemed to be very popular. Is there any interest in another one, or two, before the ice and snow?

Candidates so far: a) Tongue, b) Inverness, & c) Lake District staying Lancaster or similar. Make your views known, and more importantly think about organising one of them. The feeling of satisfaction you get from helping your fellow club

members enjoy their bikes is second to none. (Well almost, but I am not allowed to mention the other in these hallowed pages, am I!)

Jim McKechnie

CASTLE DOUGLAS – PART TWO

(I managed to lose this last month – sorry Hamish, Ed)

We, (the first group who left Castle Douglas) set off north, and the weather brightened up. We missed however the turn off to Monaive, for which there was little notice. This road was easily missed. We noticed our mistake, and pulled up in line by the side of a straight stretch of road, in the sun, and thankfully Arthur had a map. We decided to head north to Cumnock, and around about here two riders who came from the west left us, but waved us on, as Jim Nickerson was in the lead. Thank you to these riders. We followed the A70 east on a dry road and under bright skies. We got through Carstairs without being detained, and followed the A70 home at a brisk pace well lead by Jim Nickerson, and into Edinburgh at Juniper Green. Some of us stopped there, and reflected on what a fine day it had been, and we then made our way to our respective homes. We were all agreed it had been a really good day. In addition to having a great run, we enjoyed the lovely Ayrshire countryside, and lochs, startled the lambs who enjoyed that in turn, saw the sea, and enjoyed a medley of Hot Chocolate hits from the 70's from a well equipped Honda Goldwing.

Hamish Davidson

JAY MARTIN'S GLENCOE RUN

The run to Glencoe on Sunday 24 July 2001 started well. Twenty-five bikes left Stirling Services at around 10am that morning led by Jay, with Arthur bringing up the rear and twenty-five bikes arrived in Tyndrum for mid-morning coffee. Our roads were dry, the weather was clear, and the scenery lovely as we rode along the shores of Loch Lubnaig. Personally I was quite humbled riding along this stretch, having to push myself hard to keep up with a 400cc scooter whose owner joined us for the day.

At the cafe in Tyndrum, Jay was phoning the hotel in Kilmartin which was booked for lunch, letting the proprietor know not to expect fifteen or sixteen bikes, but twenty-five! If only it hadn't been for all the traffic as we left the cafe, (at the southern end of the town as opposed to the Green Welly). You see, for those who weren't there, as the bikes pulled out individually on to the main street, the club was broken up by oncoming cars and bikes.

Furthermore, even although it was called the Glencoe run, some of us decided to go to Oban via Loch Awe and Connel!

Two groups went north at the Tyndrum turn-off through Glencoe, one group turned West for Oban, and to this day I am not sure where the fourth group went. It was a lovely day, they maybe decided to park the bikes, and have a walk up a wee stretch of the West Highland Way. Or maybe they rode through the Tyndrum Triangle!

Anyway, I think the run went on like this. Group One led by Jay with his daughter on the back headed up through Glencoe to Ballachulish and followed the coastal road round through Port Appin and Oban down to Kilmartin. Group Two comprising Alan Hopper, William and his wife, and myself, went up through Glencoe, Port Appin, Benderloch, but turned left at Connel and had lunch in a friendly Cafe a mile or so east of Loch Awe village. I have no idea where Group Three went. Group Four, with Ronnie on his Goldwing and Arthur on his NTV, went to Oban via Connel, and then down to Kilmartin (*Following the supplied Map Route! Ed*). Groups One and Four made Inverary for afternoon coffee, and Group Two rode that lovely fifteen-mile stretch of road from the head of Loch Awe down to Inverary. Group Three did not arrive in Inverary. This group contained a yellow Firestorm, a Pan European, a red VFR, a Kawasaki, a green Triumph, and some others.

We were all smiling in Inverary, and we had all enjoyed the road. The weather was fair, the air warm, the winds gentle, and the Highlands were beautiful. I remember beyond Ballachuilish seeing cattle on the seashore, and later a kestrel diving to its roadside prey. From Inverary, we all motorcycled along Loch Fyne, and then Loch Long, to Arrochar, and then back to our various homes.

Except for myself, William and his wife, I followed their Pan as it turned right at Arrochar and made its way further along the shores of Loch Long. We rode a lovely wee road beside the Loch, and over the hill to Gareloch, and then down to the Clyde through Rhu and Helensburgh, and I left them shortly afterwards crossing the Erskine Bridge and coming home along the M8.

Our regular rider Tommy Taylor from Aberdeen and Arthur Shepherd finished the complete route exactly as published! Arthur waved Tommy farewell at Stirling, knowing how much further Tommy had to go because, until quite recently, he too lived in Aberdeen and used to accompany Tommy on many Scottish HOC runs.

It was a great day, as have been all the Club runs this year and thank you to Jay for organising it. It was also grand to see new members out on the run, particularly a father and son on a BMW and a Suzuki respectively. Welcome to the Club.

As Robert Louis Stevenson said "It is better to travel in hope than to arrive."

Hamish Davidson

THE FIFTH COLUMN

So now the Westminster election's over, will our lovely government press on and actually implement any part of the motorcycle strategy with which they no doubt collected several votes? Answers on a postcard please. (Cynical? moi?)

I must be reading the wrong newspaper, but there doesn't seem to be much motorcycle news (groan!) about. If you find any, why not send it to me at smc@stewartbowman.com ?

Control Freaks Just once, perhaps you'll allow me to raise a serious issue in these hallowed pages. There are moves in many European countries to investigate (and eventually implement) what is known as "External Vehicle Speed Control" (EVSC - fair trips off the tongue!). This system relies on (a) the use of Global Positioning System (GPS) satellites - like what aeroplane and Mercedes drivers use to find out where they are; (b) a computer-based map system installed in the vehicle which holds information about speed limits; and (c) increasingly-common electronic engine management systems installed in cars, bikes and so on. The idea is that your onboard computer identifies your position from the GPS satellites, then refers to the map system to determine what the speed limit is for your location, then gets the engine management system to effectively shut the throttle if you're just about to break the speed limit. Good, eh?

Let's just consider a few issues, though: - Removing a driver or rider's ability to control the speed of the vehicle is a gross invasion of our civil liberties. - There are times when only a bit of extra speed will get us out of trouble (iffy overtakes, for example) - I don't want to die because some frigging computer doesn't like me doing 62mph! - All systems fail (that's Bowman's law if you're interested - after 30 years working with computers, I KNOW this to be true!), and I don't want some piece of electronics deciding that the M90 has a 20mph speed limit, thanks.

If you think this stinks, join MAG and / or BMF as a full member, write to your MP, MSP and MEP, write to the Department of Transport, the Secretary of State and the Prime Minister. If

you're in any motoring or riding organisation (IAM, RoSPA, AA, RAC, ABD, etc.), write to them too. You might like to ask why so much of OUR money and effort is going into this (speeding on its own is a genuinely victimless crime, is it not?) when less than nothing useful is being done about real crimes (assaults, robberies, drug dealing, corporate and local government fraud, etc., etc.). It may be worth pointing out to the government that they are elected by the people to implement the wishes of the people, not to pursue the agenda of some hare-brained safety fascist. There, I feel better now!

Events Lots of Scottish events (and the main UK ones) can be found at <http://www.mag-perth.org.uk> under Events. Highlights for July include: Friday 6th to Sunday 8th - MAG Mega Show, Donington Park (oh - there's a Grand Prix on too). Sunday 15th - BMF Festival, Kelso. Friday 27th to Sunday 29th - MAG Farmyard Party, Helmsley, North Yorkshire.

And Finally I travel from Bankfoot to Edinburgh every weekday just now (1 hour door-to-door in the thick of the rush hour - bikes is great!). I just wondered, while practising my slow manoeuvring between the queues - does anybody know why manufacturers bother to fit mirrors to cars? They certainly don't get used much for gaining a view of following traffic!

Stewart Bowman

TREASURER'S RAMBLINGS

Well the Kinross outing to St Andrews was a bit of a disaster due to persistent pithing rain all day and all of the night - only Tommy Taylor and myself turned up at 7pm for the run. I had pre-warned Tommy that the run was probably not going ahead and I was right, but he wanted a cup of coffee at Kinross anyway, good on you Tommy it's a long run from Aberdeen. After our natter and getting his ordered shirt we decided to head for home - it would take him over 2 hours and myself 15 minutes. He got his gear on which had not let in any rain at all (*how about a Gear Report, Tommy? if it's that water-tight others may be interested in the recommendation. Ed*) and I forced myself onto my heated seat, turned on the air con. and the heaters, set the stereo to a nice volume and started - the car (you didn't think I took the bike? NO FEAR)

As discussed at the June meeting I would like the club's permission to buy a **Tele-Video** at a cost of £160 for use on club nights when we have any videos to show as we did on the June club night. This could be held by someone locally to bring as and when required. So could you fill in the

enclosed form or phone one of the committee to agree or not. Thanks.

Katharine has agreed to run the **video club** and she will be ordering 10 videos to get us started. I have one to donate and I think Stewart also has one so we now have 12. If you have a preference of subject phone now or hold you tongue.

T/shirts sweat shirts etc now order through Steve Middleton, an order will be going in shortly so get on the dog and bone. T/shirts £4.95 Sweats £12.50 and rugby shirts £14.75 (we have ordered so far £775 and only £80 is in stock.)

NEC show at Birmingham if you have an interest in attending, phone Stewart with your ideas etc. The plan is to book a bus and stay overnight but it will need to be booked shortly as accommodation will be limited. (see later item – Ed)



Video of Mull Iona trip was shown on Club night and copies are available at £4 (the club gets £3). Duration 20 minutes, Hear Jay snoring, but wear your earplugs.

Keyrings with our logo are also now available at £1 - see myself if interested - I shall bring on club nights and runs. The image below is approx full size; background colours are white, yellow or blue



SMC patches are also available, 10cm diam. (4" in old money). £1.50

That's all folks **Alan Graham.**

THE DONINGTON "4"

Whilst some members of the SMC were headed for Mull, 4 others (Colin & Kevin Stewart, John & Roseanne Branney) headed towards Donington for the 6th Round of World Superbikes - 3 aboard 2 motorcycles, 1 aboard a Saab 340 aeroplane. Whilst the guys burned rubber, ate burgers & chips I relaxed eating Scottish Salmon and had a drink from the bar (it's a tough life!) The plane flew over the racetrack, which gave me a bird's-eye view of the campsite, the stalls and bikes like little ants on the circuit.

However what I want to know is how the hell did a Honda & Triumph manage to get the guys to the guest house only 10 minutes after I arrived by aeroplane !?!?

It was a beautiful sunny day so we decided to walk to the circuit along the scenic public footpath however due to "foot & mouth" the path was closed therefore we had to take to the road which was longer. We wandered round and watched practice before heading back to Diseworth. We went to the "Bull & Swan" for dinner a good choice at £4 for a 2 course meal – "much cheapness" and plentiful.

Saturday another sunny (shorts & sun tan lotion) day, we got a taxi to the circuit sussed out best viewing points for race day, watched practice, visited the museum, took some photos perused the various stalls and stands, had a beer & ice cream, watched Super Pole then headed back to the guest house. Once showered time to try out the other pub "The Plough" in this tiny village, not as cheap as the "Bull & Swan" but good nevertheless.

Sunday race day and true to form, although warm, it's raining! Decided to take bikes (at least then we'd have our waterproofs). We arrived to the sound of bikes on track for morning practice and made our way to our chosen viewing spot. After the 2nd World Superbike race John Reynolds was knocked of his bike by an over exuberant fan who (one of many) had invaded the track, JR replied with a swift left hook before hitching a lift with P.F.Chili back to the pits. Meanwhile Neil Hodgson was mobbed by fans and was rescued by the safety car. Some time later the fan that had "assaulted" JR was arrested (I bet this was the first time the PC(s) were applauded whilst carrying out their duties).

Definitely a great day at the races.

On our way to the bikes Colin negotiated a very good deal on some sandwiches - 25p each pack (should have been £2.90) helped - fill a hole until dinner.

There were about 80,000 people in attendance therefore leaving the circuit was very busy although not too bad for the bikes. In no time at all we were back at the guest house, showered and heading for the pub – again!

My flight was at 0715 so I said my goodbyes the night before. When checking in I recognised a face in the crowd – the one and only P.F.Chili - wow!

A great weekend was had by one and all.

Roseanne Branney

And another (terrestrial) view from the "4"

12th June World Superbikes Donington Park

While some of the club were on the run to Mull, John and Roseanne Branney, Kevin and myself made the trip to Donington Park.

The three males met at Dreghorn on Friday at 9am and set off down the A 68 cutting off near Otterburn and onto A1 at Newcastle. A fuel stop and brunch at Scotch Corner and off again for the remaining 130 miles to our B & B in the picturesque village of Diseworth which is about half a mile south of East Midlands Airport.

Arriving about 2.30 we dumped the luggage and made our way to the circuit to watch the remainder of the practice, and acquired free seats in the stand at the main straight, admiring the superb facilities in the pit lane.

Saturday was a full day's action of qualifying, with one un-scheduled event: a streaker (unfortunately male) performing stunts while riding pillion on a scooter (enough said). It was also spotted by Roseanne that he had an all-over tan.

In the afternoon we paid a visit to the Donington Collection, a museum for Grand Prix cars that also houses the world championship-winning sidecar of Jock Taylor, an impressive display and well worth the visit. I took loads of photos but on checking the camera later on found I had failed to put a film in it!

Sunday was another full day at the track with Neil Hodgson taking the honours in the first race and coming a close second to Pierre-Francesco Chili in the second race.

With a huge 70,000 crowd we stayed back and had a look at some of the trade stands to let some of the traffic away, but after an hour and a half it was still queued solid.

After a good fry up on Monday morning we headed North, running into heavy showers and slow moving bank holiday traffic. After a quick coffee stop and refuel at Dreghorn we said our goodbyes and made our way home.

Our next trip down South is possibly to the newly formed oval circuit Rockingham which is a few miles North of Corby in Northants, for a round of the British Superbikes at the end of September.

Colin J. Stewart

Alan G prepared the following summary of the voting on use of club funds for the May meeting.

Suggestions for use of our Club Funds

RESULTS OF APRIL MEETING

	Yes Vote	No Vote	Majority
1 Paid ferry fares on runs	16	7 Yes	9
2 Fuel contribution to farthest travelled	6	17 No	11
3 Free barbecue event	22	1 Yes	21
4 Free coffee vouchers	7	16 No	9
5 Highway code quiz one club night	8	15 No	7
6 Charity easter egg run	18	5 Yes	13
7 One free raffle per club member	8	15 No	7
8 Pair of bike to bike radios	18	5 Yes	13
9 Intercom for hire to members	0	23 No	23
10 Leader overvest with logo for runs	20	3 Yes	17
11 Subsidised clothing regalia	20	3 Yes	17
12 Buying video tapes for club members	12	11 Yes	1



Just to show that Chairman Stewart is not the only one to read the press and surf the Web, I found the following items recently

AN INSURANCE SCARE – if the premiums don't get you the small print will:

From the Daily Telegraph Saturday 2 June.

Accessory after the theft

THIEVES took electric tools and my motorcycle gloves and crash helmet from the shelves of the garage under the house.

The most expensive item was the crash helmet, a retirement present.

I am in dispute with Groupama over its opinion that the crash helmet is an accessory for the motorcycle.

The insurer has allowed the gloves, which are specifically motorcycle gauntlets. I have not been asked if I own a motorcycle.

VT, Hastings, East Sussex

Under the policy's exclusions are "mechanically propelled or assisted vehicles of all types (other than domestic gardening machinery), caravans, trailers, watercraft, aircraft, hovercraft, boats and/or parts or accessories for any of them".

Groupama went on to say that, in rejecting the helmet as part of the claim, it had looked up information apropos of ombudsman decisions.

I looked up the cases it was referring to and they turned out to be nothing like as clear-cut or as relevant as the insurer made out.

To make matters worse, your motorcycle cover with another insurer would not have covered the helmet either, as it did not regard it as an accessory.

This is a grey area. Groupama now says it is conscious of the fact that you have been the innocent victim of crime and is sympathetic to the circumstances surrounding the loss.

It is therefore covering the helmet and including it in the £180, less £50 policy excess, which is the sum of your full claim.

So it is maybe worthwhile checking your insurances - household and bike - to see where, if at all, your helmet and other kit are covered against theft.

GET TRAINED ON THE CHEAP.

The government's initiative with Individual Learning Accounts could reduce the cost of a nationally recognised qualification for motorcycle riding

"The course covers 4 days of learning to include theory as well as on-road riding, leaving you well prepared for riding today's performance motorcycles. The qualification being offered is similar to other National Qualifications.

OCN Level 3 = NVQ3 = A Level = GNVQ Advanced

www.advanced-motorcycle-training.co.uk"

An ILA has a maximum value of £150 and can be used against the £250 cost of the course. This is in English/Welsh qualification, so it is not clear how it might apply up here, nor does the trainer have a local base, but watch this space to see if others get in on the idea. The idea of HMG paying me to ride a bike rather appeals – about the only evidence of bikes being included in government policy – even if rather indirectly.

HELMETS, cont'd

Last month I mentioned my interest in a new helmet and flip-front models in particular. Well, I've dug in the money box and got one – an HJC SyMax - must be one of the first in the country given the wait I had for it to come into stock at Hein Gericke's in Edinburgh. I did my usual research and found it had been top-rated in the States where HJC has the largest share of the helmet market. The Schuberth Concept is now available in the UK through J&S in Hamilton, but the price was a bit too much.

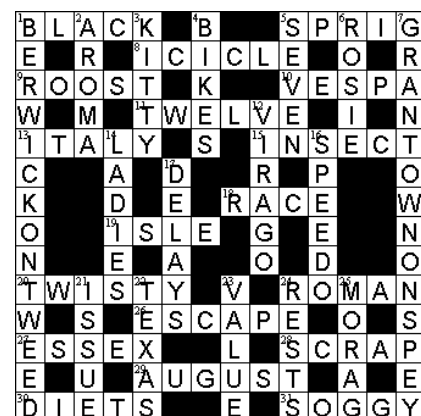
So far I'm well pleased. The main reasons of not having to take off the specs and being able to communicate without producing a load of mumbles have been satisfied, but I have yet to have a smoke while wearing it! It came without an ACU sticker, but I don't see that as a problem – apparently they can be got on request at race meetings, I'm told. One of the accessories HJC lists for some of their helmets is a double-glazed visor with inbuilt heating elements – for the snowmobile market – fancy one of those for our climate?

The only problem I've had so far is low doors with the front raised – I woke myself up and caused some amusement at a filling station on its first outing. I've managed to miss the up-and-over garage door at home so far.

Steve Middleton

Here is the solution to June's crossword.

The one entry was from Ronnie Howat - your £10 will follow - he had to win although a few had completed it but did not hand in.



This is the “consult the members” section. Give us your views on the following.

Club bus trip to the NEC bike show, 9 – 18 November 2001

The reports of various members who have made the trip to the NEC bike show in November have raised the suggestion to organise a bus for the club this year. If you are interested please complete the form below so the club can get an idea of level of interest and length of visit.

If you have contacts for preferential bus hire rates please let us know – the current estimate is in the range £450 - £800.

Preview day (9/11/01, 9am – 7pm) entry is £25, other days £13 – but £10 in advance (10am – 6pm).

Put a cross against the statements that apply to you, and post or hand the form to a committee member.

- I am interested in joining a bus trip to the NEC show 2001 – no. of places:
- I would like to attend the Preview Day (Friday, entry cost £25)
- I want to stay overnight before the show (Travel Inn has been suggested – any other?)
- I want to go and return the same day

I am / we are : Signed:

Purchase of a Tele-Video at approx £160.

This is a machine that combines a television and a video player in a single box. Alan Graham in his report above has mentioned the proposal to buy one for club use playing videos at club nights. It would also be of use to visiting speakers who have a video presentation to make, or maybe to play some of the video library in the background while we natter at the end of a meeting.

Place a cross in one of the boxes – you know the routine from the recent General Election

- I AGREE to the purchase of a TeleVideo for the club
- I do NOT AGREE to the purchase of a TeleVideo for the club.

Send or give the paper to Arthur Shepherd, or phone a committee member There needs to be a minimum number of votes before a decision can be made so do not leave this to others.

Contact for Scottish Motorcycle Club:

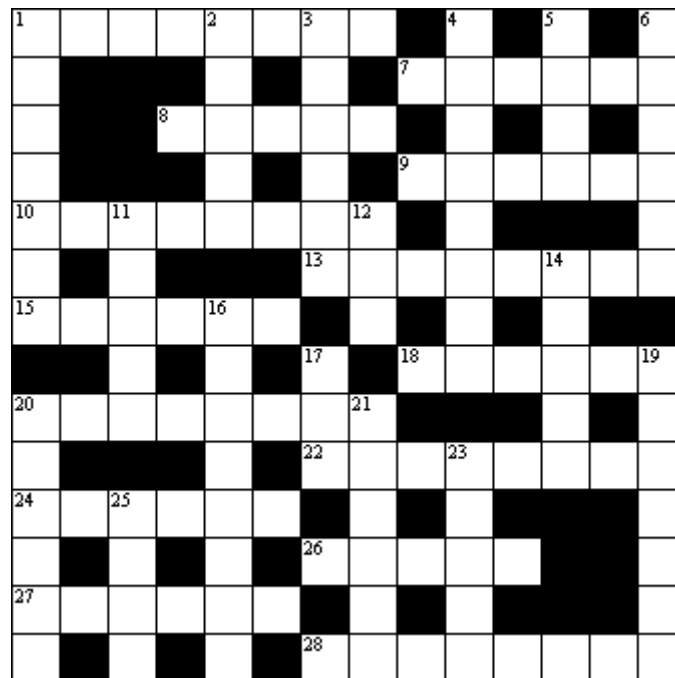
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July crossword puzzle



Across

- 1 City and port lying on Tokyo bay between Tokyo and Yokohama (8)
- 7 The northern terminus of the Scottish railway system (6)
- 8 A framework of metal bars used as a partition or a grate (5)
- 9 Semi-aquatic mammals belonging to the weasel family (6)
- 10 Gaelic drink meaning "the drink that satisfies" (8)
- 13 During the present time (8)
- 14 The flicks (6)
- 18 Modifies so as to make fit to suit a new or different purpose (6)
- 19 Instrument used for gripping things to be held fast (8)
- 22 Tyres which can be run on lower pressure, improving grip (8)
- 23 Right or proper (adj) (6)
- 26 Bend without angles (5)
- 27 Urge on (6)
- 28 Dirigibles (8)

Down

- 1 Goes after mineral or animal (7)
- 2 Vegetation of inferior quality (5)
- 3 A temperature scale (6)
- 4 A breed of horse (8)
- 5 A slope (4)
- 6 Moves without further use of propelling power (6)
- 11 Artist formerly known as Shane Fentons (5)
- 12 An age (3)
- 13 The Garden of Eden serpent's favourite fruit (5)
- 15 Escapes or passes out (8)
- 16 Good friend of Peter Simon (3)
- 20 Emily, Charlotte and Jane were all these (7)
- 21 The structure supporting the lower limbs in humans (6)
- 22 Mr Zenko - Ex Prime Minister of Japan (6)
- 23 Singing legend who died in 1977 (5)
- 24 A Viking settlement in the Highlands whose name means "bay" (4)

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

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