



Scottish Motorcycle Club

# Bike Bytes

Volume 2 Issue 10

October 2001

## WELCOME

We welcome three new members this month: **Robert Denston** from Danderhall, Midlothian, and **William McWilliam and Katie Handling** from Falkirk. We hope you enjoy belonging to the Club, joining in the various activities and the friendship of our Members.

## NEXT MEETING AND RUNS

The next **Club night** is Wednesday 10<sup>th</sup> October in the Black Bitch, Linlithgow at 8pm, for a film night including your photos

And the last planned run of the season is:

**Rannoch Moor** on 7 October with Hamish Davidson from Kinross at 10:00

- unless another is organised at the October meeting – can **you** lead one?



What did Kathy see?

From Ursula's Cadwell visit:



## Latest News

Keep in touch with the latest news via the members' area on the website – Arthur posts up newsflashes when necessary, eg changes to the run details, and of the speakers we will have during the winter season.

## BikeBytes contributions

Please send me any ideas, snippets, reports on activities or anything else you think we would like to read – I'll knock it into shape if it needs it. The best format for me to get it is via email (see the details at the foot of page 2) as an attachment in Word format. I can usually reformat from other sources so do not let that put you off. Typed paper originals are OK too with my scanner and text-reading software, and I'll even type up handwriting!

Steve Middleton



These two from the Applecross weekend, at Dalwhinnie, above, and what they went for: Applecross, below



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## TheFifthColumn

### It's...

.. that time of year again. October once more...

Soon be time to prepare for winter (hmm - I could do a whole column on spurious winter riding tips; great - that's November taken care of, then). As usual, any wee gems can be sent to me at [smc@stewartbowman.com](mailto:smc@stewartbowman.com) . Thankewe.

### ...time for...

the Bandit's first service since I bought it. 4,000 miles in 8 weeks and it's done really well so far. Most of the running has been the 52 mile each-way trip between Bankfoot and Edinburgh (best time on the Bandit was 52 minutes; the Fieblade managed 48 minutes once). Fuel consumption's 45 mpg unless caned, when it'll drop to low 40s. Doesn't use oil, and only needed front brake pads in addition to normal service items (pads needed as one caliper had been sticking a bit so one pad was worn - nothing to do with pulling stoppies!).

### ...a welcome...

Bennetts the bike insurance brokers have put a list of biker-friendly pubs up on their website (<http://www.bennetts.co.uk> ). I had a look and discovered that there are only 3 such premises in the whole of Scotland. To be fair (just the once, mind), Bennetts have asked people to post suggested additions on the site, so if you know of any decent pubs (as if...), you know what to do. Seems the list came about because 24% of Bennetts' customers had been refused entry to pubs (no - I don't know if they'd all tried to get into the same pub at the same time). Not something I've come across in Scotland, I must admit.

### ...musical interlude...

If any club members enjoy listening to contemporary music in pleasant surroundings, may I suggest a visit to the Bein Inn near Glenfarg. They put on fairly big names most weeks - usually acoustic blues / folk sort of stuff - in a room that seats maybe 60 people at most. Got a decent restaurant and good accommodation too. Despite being only 20 minutes from my house, I paid my first visit at the beginning of September to see John Jorgenson and his band. John is an almost legendary American guitarist who has played in Elton John's band for the past several years as well as being one of the Hellecasters (the best instrumental guitar band in the universe). A smashing night's entertainment, not least because the band were outstandingly sociable during the break and after the show, hanging around and chatting to everyone. Rumour has it that they're back later in the year, but there are lots of other sessions coming up - see

<http://www.beininn.com> for details.

### ...before...

this issue of BikeBytes appears, we will have been to Strathcarron, Applecross, etc.. It will have been (ooh – complex tense there!) a brilliant weekend with temperatures in the high nineties, empty roads and free beer. Unfortunately the BB deadline is the 20<sup>th</sup> of the month and the weekend's on the 22<sup>nd</sup> & 23<sup>rd</sup> so no write-up or piccies in this issue. Sorry.

### ...riding...

October

Sunday 7th: Jock Taylor Trophy racing at Knockhill – usual end of season bash.

### ..off

byeeee! *Stewart* (Bowman – chairman)

## Torridon Weekend – 22 & 23 Sept.

Well where do we begin? Given that it's September and Scotland we begin by packing the wet weather gear. Little did we realise it would not be needed for the entire weekend. We headed off early for Perth to meet the group wondering how our backsides would cope with the Aprilia Falco for two days. There was a full compliment of 19 people on 15 bikes for the two-day trip, with one extra along for the day. All sorts of bikes turned out for the weekend and it was noticeable that they were much bigger on average than on a normal day run.

The commute up the A9 was a bit dull as we all remained law abiding citizens along Gatso alley. We stopped at Dalwhinnie and I had already noticed how comfortable Alan (Graham) looked on the Pan. He slipped off the bike, opened one of the panniers and slipped out a thermos full of coffee. Meanwhile we ran around trying to warm up. From this point on the scenery, roads and weather were a biker's heaven.

It seems that in no time we reached the Strathcarron Hotel, which was home to some of us for the night. We ate lunch and then headed for the other hotel at Lochcarron before setting off to challenge the Wester Ross Trial to Applecross.

This section has to be ridden to be appreciated. The scenery along the inner sound and Loch Torridon is staggering. I was torn between admiring the view and enjoying the road with the view often winning out. A couple of the ladies (riding pillion) later claimed that they chose not to look at the roads or the views and just focused on the sheer drop to the left of us and uttered the odd prayer. But they did enjoy the view on foot at the

top of the hill some 30 minutes later after ascending the very steep switchback roads. Some photos were taken although for some this was interrupted by an elderly (coffin dodger) person who decided to leave by threading his car in amongst the bikes. Hamish (Davidson) was forced to retreat his ZX9 before the car rearranged it.

Whilst returning for the night we rounded a corner to the sight of a bike on its side in the ditch at the side of the road. Never a good moment but fortunately no serious damage done to Ursula (Rouse), and in true biker fashion she was more concerned about the bike. While waiting for the ambulance and tow truck we determined that Ursula had been following Stewart's line around the corner!!! Once she had realised this folly she tried some speedway followed by a hill climb but the Z1 (BMW, not Kawasaki) wasn't up to it.

Most people headed back while a few waited enjoying the scenery and noting the silence. The girls after a time began to contemplate squatting in the bush but it was noted by Katie (Handling) "there is no way I am exposing my bits to those bleeding midges". Meanwhile Ursula really wanted to come back to the hotel with the group until the ambulance arrived and out jumped two good-looking ambulance attendants. She was no sooner in the ambulance and she was getting the young, handsome looking driver's phone number. Off she went and all was well.

All met at the Strathcarron Hotel in the evening for a fantastic meal in excellent company. Everybody was in good spirits and John (Branney) wore his best Royal Stuart Happy Pants. While I was trying to explain why they were called happy pants we all got on and had a great time.

We all met at 9.30am on Sunday in the car park to head towards Fort Augustus. By the way I forgot to mention the fantastic sunny weather with not a cloud in the sky. The roads were great and the speed was good. Great winding roads with great weather. Unfortunately we could not go through Glen Coe as the roads were closed due to an accident. But the detour, while quite long, was also full of wonderful roads and scenery.

We gathered at the Green Welly Station and had our final drinks and munchies together. Then we split into a number of groups and headed off in our own directions.

All in all it was a great weekend. I think on behalf of everyone who attended we would like to thank Stewart for all of his time and effort which was put into organising a fantastic weekend.

**Jo and Neil Lovell**

### **Weekend Extra – Saturday 22 Sept**

Knowing a good run when I see one, but unable to be away for the night, I tagged along for part of the Saturday run over towards Loch Carron. I refuelled the bike at the meeting point but declined to pay the £1.50 charge for using the garage's cashpoint and went into the local Asda to refuel the wallet. After a group photo we set off in good style and bang-on-the-button legal speed up the A9 for Dalwhinnie where the interesting roads began. I greatly enjoyed this part to Spean Bridge, not having been on this road before. The scenery was great, including a large sandy beach at the end of the reservoir to the West of Loch Laggan. The architecture of the lodges and gatehouses spoke volumes about the wealth of landowners of the past. We had ideal weather – dry, clear, windfree but just on the heated grips side of warm enough. After fuel at Invergarry and another 14 miles I peeled off at the A887 for Invermoriston, with the fruity sound of bikes accelerating in the other direction away from the T-junction in my ears.

After getting back into the Great Glen I headed South for Fort Augustus and lunch in a café beside the Caledonian Canal locks, where the antics of one particular crew of landlubbers amused me and had the other skippers sharing the lock worried.

At Spean Bridge I took the B8004 back road to the West of the canal for some continuous twisties that were a rewarding balancing act between speed and vision – recommended.

Approaching Fort William from the West gave me an in-ye-face view of the pipelines running down into the British (Alcan) Aluminium smelter, and reminded me of the amazing stories I had heard of its creation when I had worked for BACo in Falkirk. The company was one of the largest landowners in Scotland, to secure the water supplies needed to fill the reservoirs and hydroelectric system to create the enormous amounts of power needed by the smelting process.

With these memories in my head I turned left at North Ballachulish (have you ever heard a first-time visitor try to pronounce that name? – I still laugh at the memory of my father's first attempt and the long time it took to tutor a resident of Kent to get it right) and took the B863 around Loch Leven to the site of the other of BACo's Lochaber smelters in Kinlochleven. The supply pipes are still running down the mountain but everything is razed bar the generator house and another building now used as a bunkhouse. There's a museum for the Aluminium industry in the town, but it was closed at the weekend, which seems a bit shortsighted. This road is wonderful – I saw ten

cars and four bikes plus a pushbike and two walkers all the way to Glencoe – and a great alternative to the main road and bridge. Terrific surface, great views of the road and scenery, horizontal and vertical bends – magic.

Chairperson Stewart tells me it has a reputation as a bit of a race-track, but I saw no evidence of that despite lots of bikes out around Glencoe.

The remainder of the run was the familiar route via Lochearnhead and Stirling, enlivened by a stream of old lorries going the other way across Rannoch Moor, presumably to a rally, all beautifully turned out. Also by the big white van in front of me climbing out of Glencoe – “making progress” in textbook style, pulling all the right moves to get his relatively underpowered vehicle past the mobile roadblocks.

I got home at 6 pm after a total of 350 or so miles – and going in to work the next day couldn't wipe the smile off my face.

**Steve Middleton**

## Hi from Holland

In a previous issue of "Bike Bikes" someone was wondering if a Schuberth Concept helmet would be worth buying. Well, in May this year motivated by the adverts saying that the helmet was prepared for the fitting of an intercom and had a built in retractable sun visor, I bought one. The first step was to fit the helmet with the earphones of our Autocom intercom. At first glance I could not fathom out how to remove the inner lining to reach the free space designed for the earphones. This necessitated a phone call to the importer, who told me that the lining was held with velcro hidden between the shell and the polystyrene inner shell. This done I fitted the intercom with no further problem except that the available space was round and our earphones are oval. Hard pressure with a blunt instrument around the space solved this. At first the helmet with earphones fitted felt very tight but I thought that this would soon settle down after a few hours use as the following week we were going to northern Italy for a week. How wrong can one be, because 1) the reception on the earphones was not as good as in my old Shoei TXR and 2) worse still my ears felt as if I had been in a ring with a professional wrestler. A week later I visited my Mother who lives in Tewkesbury which is very near Warwick, the home of the Autocom manufacturer. I took advantage of this fact to pay them a visit and they told me the problem which was that the space for the earphones was too high. Germans must have different heads to an Englishman. To correct this problem I had to take drastic action on the polystyrene with a scalpel to lower the position of the earphones (not recommended by Schuberth) but after paying 800

guilders I wasn't going to throw the helmet away. I have now worn the helmet on several long trips without any discomfort and the sound via the intercom is 100% better.

Now in my personal opinion the plus and minuses of the helmet:

- + As a wearer of spectacles the ease of putting on and removing the helmet. (It would be even easier if I had a microphone fitted into the chin piece, which would then move out of the way when the chin piece is raised)
- + As a wearer of spectacles the retractable sun visor is perfect. (For the last few years I have given up wearing sunglasses because of the danger caused when entering a tunnel etc. and not being able to remove them).
- + The visor gives a wide field of vision. (better than my old Shoei)
- The visor is not so rigid as the Shoei and tends to vibrate in the turbulence behind the screen of my "Pan", when open one click.
- Not so silent as the Shoei (But this varies according to bike and/or screen height)

**Terry** (the Englishman living in Holland and member of the SMC. What a combination!)

## EURO-TRIPPING

This article is written under duress/guilt (Steve!!!) *(and I thought I asked nicely! Ed.)*

This is a short summary of the trips that Rosalie and/or myself have made on our Pan European this year:

In May I went alone to England on a 5-day return using the Hook of Holland Harwich fast ferry to visit my mother. This ferry is a vast improvement on the old car ferry (no steep ramps and a non slip deck) and for a small supplement you can sit in the business lounge in a leather chair and free coffee and newspapers.

As this year there was no sign of being able to join a SMC group touring in Europe, on the 10<sup>th</sup> of June we took 6 days and went to Lake Como in Italy via the Black Forest. This was our first visit to the Black Forest, which seems to be an ideal place to spend a week touring on peaceful narrow and hilly roads with no shortage of hairpin bends and hotels and cafés that welcome motorcyclists. One drawback was the weather, it was cold and wet. We stayed overnight in a motorcycle friendly hotel with free garaging for the bike. It is in a small village called Fohrenbuhl near Hornberg, check their web site [www.schwarzwaldherz.de](http://www.schwarzwaldherz.de). We had decided to travel to Como via the Fluelapass, Davos St Moritz, but because of the chance of

snow falling in the Alps we used our tried and trusted route via Basle and the St. Gotthard tunnel (which is 17 km long and in it we got caught in a traffic jam ). We stayed for 3 nights in Hotel La Villa in Gravedona on the north shore of the lake. The hotel is run by a German/ Italian couple whose father we know from our skiing holidays. The parking at the hotel is not covered, but safe and the hotel also has an outdoor swimming pool. It is within walking distance of the lake ferries which criss-cross the lake like a bus service. The email address of the hotel is:

[hotellavilla@tiscalinet.it](mailto:hotellavilla@tiscalinet.it).

Our return journey was via the intended outbound route as the weather had cleared up. We had just started the ascent of the Fluelapass when the rain started, so it was on with the rain suits. This of course stopped the rain and it remained dry for the rest of the trip but kept the cold out as at the top of the pass was enough snow to ski.

We are intending to tour the Black Forest/Vosges Mountains in 2002. Are any of you interested? If so I can arrange routes and hotel. We enjoy a drink in the evenings we drive at a leisurely pace and try to avoid autobahns. Our email address is: [warnock@worldonline.nl](mailto:warnock@worldonline.nl)

In July I went alone to England, this time via the tunnel. I know that it is a long way from Scotland but it is so much easier than the ferries. No tying the bike down and it only takes 35 minutes.

The last weekend in July we went to Colditz Castle in the former East Germany. Because of the distance of 600 km. we used the autobahn except for the last 50 km. The castle is worth a visit to see the enterprise of the POW's in trying to escape. Part of one of their tunnels has been opened up and there is an exhibition of their homemade German uniforms badges guns and false papers.

Now that we live in semi-retirement in the south of Holland not far from Maastricht we have also made a few day trips into the Belgian Ardennes and the Eiffel region of Germany, both of which are on our doorstep.

**Terry & Rosalie Warnock**

### **Cadwell by K1**

Last month I skipped the usual wet and windy conditions at Knockhill in favour of a trip to BSB at Cadwell Park (25-27 August). A huge crowd was rewarded with fantastic weather over the entire weekend. The old rivals Steve Hislop and John Reynolds continued their duels throughout both heats, but SH won both races, leading from start to finish. The other races were great action too. I don't normally follow the 125's but the Aussie

Whiz Kid Casey Stoner was soon streaking ahead of the field and won his races with ease.

The only drawback is the facilities, which are variable to say the least. Some of the main car parks were hard surface areas, but mostly they were just fields. They were in good condition at the time, but then it had been dry for a while. The bike parking areas and overspill car parks are down some deeply rutted tracks and could be interesting in the wet. Some of the toilet blocks are, well, prehistoric almost, I was told they hadn't changed for 40 years! But they are minor quibbles; other circuits all have their shortcomings.

On the other hand, traffic control for spectators was good, just 15 mins in, 15 mins out (by car – bikes went straight in and out in their own lanes). And, like Knockhill, you can go right to the side of the track, just yards away from the speeding action.

So, once I've got the hang of the K1, my next ambition is a track day at Cadwell. The circuit looks just so tempting, tight corners but good long sweeping straights, the Woodland Circuit, the Mountain, I've just got to try it. Anyone who has seen the track will know what I mean.

Attached photo (*on page 1*): shows Steve Hislop (MonsterMob Ducati) and John Reynolds (Red Bull Ducati) at the Start of Race 2.

NB – I tried to get a pic during the action but they were too damn fast!

**Ursula Rouse**

### **Emergency Tactics – what should you do when an incident occurs?**

The earlier report mentioned Ursula's coming off worst in an encounter with some gravel.

**Ursula writes:**

*Can you please let people know I'm ok and back at work today? Thanks to everyone who rallied round to help, especially to whoever found me unconscious, and to folks who lent me jackets etc to keep me warm. Special thanks to Stewart for getting my stuff together and giving me a lift home from Perth Station.*

*I didn't need the hospital, honest, but I appreciate people had a job to do. My crash hat and Kevlar body armour were great. The bike's still up in Kyle of Lochalsh, borderline write-off/repairable. So sadly I probably won't get to ride any more this year. Shame, I was looking forward to the last run up to Rannoch.*

- and our Membership Secretary Arthur Shepherd had a similar incident while out with an IAM member down near Moffat. He suffered a pair of cracked ribs and some damage to a kidney, but is now home and sounding chirpy as usual.

**Arthur** writes as follows:

*I arrived home from hospital last evening, more or less in one piece, following a nasty rear-wheel slide and violent head-shake, on Sunday 23 September, which left me off the road, down a slope and pinned underneath the bike, which was against a barbed-wire fence! We stopped about three feet short of a telegraph pole. So, it could have been a lot worse.*

The sad news of Ursula's and Arthur's "offs" set me thinking about the effective management of such an incident where others are not involved, and raised many questions that, fortunately, lack of experience has not answered for me. I think I know the First Aid side of it, but:

- How is the bike recovered?
- Is bike recovery included in a roadside Recovery/Relay breakdown deal?
- Does insurance pay for recovery – presumably only Comprehensive if at all?
- If only the rider is injured and only the bike is damaged do the police need to be informed?
- Etc.

I'll distil members' responses into a brief article and include any references to advice published elsewhere you can come up with. It should be useful to us both as a club and as individuals.

**Editor Steve**

### **CBR 1000 F reliability**

Given that a quick scan of the members list shows a good number of these bikes (possibly the most popular next to VFRs) I thought the following messages from the Honda Owners' Club technical board ([www.hoc.org.uk](http://www.hoc.org.uk)) might amuse.

**From Paul:**

CBR 1000 f: help please

I've had the bike 7 years and everything is still working right

- is this normal ?

- have I done something wrong?

- or does Honda just make good kit?

**Reply from Dan:**

Sounds to me like your bike is suffering from neglect. First off try fiddling with the mixture screws and throttle stops. Next, get yourself a serious extension bar and make sure all nuts and bolts are nice and tight (Pay special attention to those connecting exhaust header pipes to engine, it may be worth using a bit of exhaust assembly paste here as well) Also make sure that all fuses have been replaced with bits of foil, and give your bike regular hot jet washes, paying special

attention to all bearings/seals. I'm sure that there is much more that I have missed, but this should be enough to get you started.

**Response from Paul:**

Will have to try reversing the polarity connections of the battery for starters and putting some sand in the oil to loosen the engine up some, maybe tighten the chain up enough so I can play a tune on it, probably there is too much water in the radiator too - a bit of fresh air would do it good methinks. Any other advice gratefully appreciated.

Any more ideas?!!! **Ed. Steve**

Some **Tech Tips** I saw while surfing, from <http://ratbike.org/t-other.html>

Want to run with your headlight on during daytime, but have an older bike where running with lights on all the time would flatten the battery? A small 20W Halogen bulb (as used in those mini indicators) can be fitted instead of the SW headlamp pilot bulb and will be bright enough to get you noticed during daytime, but draw a lot less power than a regular headlamp bulb. Want smaller indicators? Use Car side repeaters attached to meccano strips and pop riveted to your frame/mudguard etc. Can be acquired from local scrapyards for free if you have big pockets! [Woody <rhodryS@yahoo.com>, UK]

Epoxy: Travaco white MARINE- TEX I've used this *stuff* for repairing all kinds of parts especially plastics. It was made to repair holes in boats. I *love* this stuff. You should be able to find it at any boat supply store - even adheres to wet surfaces!

Need new hand grips? Get some steering wheel cover at the auto parts store, the thick vinyl stuff with holes in it, and glue to handle bars, sissy bars, etc. [from Mark <mark@as.net>, USA]

And my own one:

My aftermarket pair of heated grips seem to be made from rubber less durable than original equipment, and is showing signs of wearing through, threatening to expose the elements to the elements. Sticking on a patch of old push-bike inner tube with the usual rubber cement resulted in a black goo that refused to set hard. Simply cutting a short section from the inner tube (thanks son!), leaving it in a cylinder, I turned it inside out and stretched it on – a perfect fit and just enough tension to keep it in place and conform to the bobbles on the original surface.

**Editor Steve**

## Christmas Meal

Our traditional Christmas meal will take place on the evening of Wednesday 12<sup>th</sup> December in Linlithgow. In order to ensure that we book in good time, we need you to tell us which of the three possible venues you favour and how many of you are likely to attend.

Please complete the separate feedback form and return to me as soon as possible, preferably by return of post. Time is short, so I'll make a provisional booking based on the initial responses.

Thanks,

**Stewart.**

The choices are:

The **Four Marys**: Decent pub with proper beer and a separate dining area for up to 30 or so. Generous portions of fairly traditional fare. We've been here the past couple of years.

The **West Port Hotel** (next door to the Black Bitch). Part of the dining room is suitable for groups of 30 plus. Traditional food – good reputation.



**Evening Pre Christmas Dinner**  
**£15.95**

**Starters**

*Prawn Marie Rose*  
\*\*\*\*\*  
*Home-Made Lentil Broth*  
\*\*\*\*\*  
*Breaded Lobster tails*  
\*\*\*\*\*  
*Tropical Melon Boat*

**Main Course**

*Traditional Roast Turkey*  
\*\*\*\*\*  
*Chicken Monterey*  
\*\*\*\*\*  
*Seafood Combo*  
\*\*\*\*\*  
*Sizzlin Vegetable Fajitas*

**Desserts**

*Hot Christmas Pud*      *Cheese & Biscuits*  
\*\*      \*\*      \*\*      \*\*  
*Chocolate Muffin Sundae*      *Strawberry Roulade*

## THE FOUR MARY'S

### STARTERS

HOME-MADE MINESTRONE SOUP WITH CRUSTY BREAD  
CHILLED HONEY DEW MELON WITH PARMA HAM  
SMOKED SALMON & PRAWN MOUSSE ROULADE SERVED WITH SALAD GARNISH

### MAIN COURSES

ROAST STIRLINGSHIRE TURKEY WITH TRIMMINGS  
PORK STROGANOFF WITH PILAU RICE  
ROAST SIRLOIN TOPPED WITH MELTED ORKNEY CHEESE AND ARRAN SAUCE  
VEGETARIAN ROMANO PENNE PASTA  
DEEP FRIED TRIPLE TAILED SCAMPI

(ALL DISHES SERVED WITH SEASONAL VEGETABLES OR SALAD)

### DESSERTS

CHRISTMAS PUDDING WITH BRANDY SAUCE  
STRAWBERRY & CHAMPAGNE ROULADE  
BANANA & AMARETTO CHEESECAKE  
CHEESE & BISCUITS

*Tea or Coffee with Mints*

FREE DRAMBUIE, BAILEYS IRISH CREAM OR TIA MARIA

**£18.95**

£5.00 deposit per person

65/67 High Street, Linlithgow  
01506 842171

**Marynka**: Restaurant just along from the Four Marys. The inner part of the restaurant can hold just short of 30. A bit more adventurous food-wise – good reputation.

## FESTIVE DINNER MENU 2001

6<sup>th</sup> – 31<sup>st</sup> December

Tues-Sat from 6.00pm

### Starters

Celeriac and leek soup served with parsley and walnut palmiers  
Baked mussels with garlic, herbs and parmesan  
Sweet potato pancakes with black bean, chilli and coriander salsa and sour cream dressing  
Smoked trout, dill and crème fraîche mousse with pickled cucumber salad  
Duck terrine served with sweet and sour cranberry relish

### Main Courses

Roast guinea fowl suprême with spiced oranges, chestnuts and Madeira  
Filo topped salmon with prawns, lime and avocado  
Turkey breast stuffed with lemon, mushrooms and smoked bacon and served with sherry gravy  
Herb crusted sole fillets with champagne cream sauce  
Roasted vegetable and pinenut millefeuille with three cheeses  
Fillet of Stirlingshire beef with black peppercorn sauce  
or red onion and port marmalade  
or mushrooms, brandy and cream

### Main course accompaniments

Potatoes roasted with oregano and garlic  
Glazed winter vegetables  
Stir-fried Brussels sprouts with almonds

### Puddings

Homemade mincemeat ice cream bombe with brown sugar meringue and Grand Marnier syrup  
Passion fruit crème brûlée served with vanilla shortbread  
Rich chocolate hazelnut torte with Amaretto pears  
Warm tropical fruit salad with spiced rum syrup and coconut crisps  
Selection of Scottish cheeses from Iain Mellis

.....

2 courses - £18.00

3 courses - £21.50

Fillet of beef - £3.00 extra

Scottish cheeses - £1.00 extra

Coffee and sweets - £1.50

The Video Library has now been set up by Kathy, and she contributes the following:

All videos can be obtained by either: e-mailing [KathyDallman@yahoo.co.uk](mailto:KathyDallman@yahoo.co.uk)  
or phoning 0131 553 2357

The club's website should be set up with this table and the [links](#) should take you to a description of the video – Kathy hopes!!

Video Title	Available	Date of Return	Notes
<a href="#">Berry on Bikes</a>	Yes		To order e-mail <a href="mailto:kathydallman@yahoo.co.uk">kathydallman@yahoo.co.uk</a>
Bike GP 1994	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
<a href="#">Bike GP 1997</a>	Yes		2 copies available; <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a> , <a href="mailto:kathydallman@yahoo.co.uk">kathydallman@yahoo.co.uk</a>
Bike Heroes 6: Carl Foggarty	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
British Superbikes 1996	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
British Superbikes 1997	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
British Superbikes 1998	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
British Superbikes 1999	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
British Superbikes 2000	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
Classic Motorcycles 1-5 (off TV)	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
Crash Kings Bikes 2	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
Crash Kings Bike 3	No		On order - expected delivery 30/9/01
European Stunt Riding Championship 1997	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
<a href="#">Isle of Yer Maun</a>	No		On order - expected delivery 30/9/01
Mad Sunday	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
MCN: Tested on Tape	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
Motorbike Mania	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
On-Bike TT Experience 2	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
On-Bike TT Experience 3	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>



<a href="#">On Bike TT Experience 5</a>	No		On order - expected delivery 30/9/01
<a href="#">Performance Bikes:Video Nasty</a>	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
<a href="#">Performance Bikes:Video Nasty 2</a>	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
<a href="#">Performance Bikes:Video Nasty 3</a>	No		On order - expected delivery 30/9/01
Smashed 2	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
SMC Orkney Trip May 2000	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
Super Cross 1994	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
<a href="#">Joey</a>	No		On order - expected delivery 30/9/01
TT Review 1995	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
TT Review 1996	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
TT Review 1997	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
TT Review 1999	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
World Superbikes 1995	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
World Superbikes 1996	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
World Superbikes 1997	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>
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World Superbikes 2000	Yes		Available from Stewart Bowman email: <a href="mailto:mail@stewartbowman.com">mail@stewartbowman.com</a>

### Here is the solution to September's crossword.

There were only two entries, and unfortunately one was slightly wrong, so the winner is Ursula Rouse – who gets the £10 prize.

Maybe it's your turn to win this month – but you need to send the solution in to Arthur.

We had the biggest response yet to Sue's Prize Crossword in September's BikeBytes. The lucky winner will be drawn from the ten entrants at the next Club Night on 10 October.



<b>Christmas Meal Feedback Form – Wednesday 12<sup>th</sup> December, Linlithgow</b>	
<b>Name</b>	
<b>Address</b>	
<b>Email</b>	
<b>Phone</b>	
<b>Number attending</b>	
<b>Venue</b>	<b>Please indicate 1<sup>st</sup>, 2<sup>nd</sup> &amp; 3<sup>rd</sup> choice</b>
<b>Four Marys</b>	
<b>West Port</b>	
<b>Marynka</b>	
<b>Please return to</b>	Stewart Bowman Highside Main Street Bankfoot Perth PH1 4AB  <a href="mailto:smc@stewartbowman.com">smc@stewartbowman.com</a>  01738 787404

Send the completed form as soon as possible to:

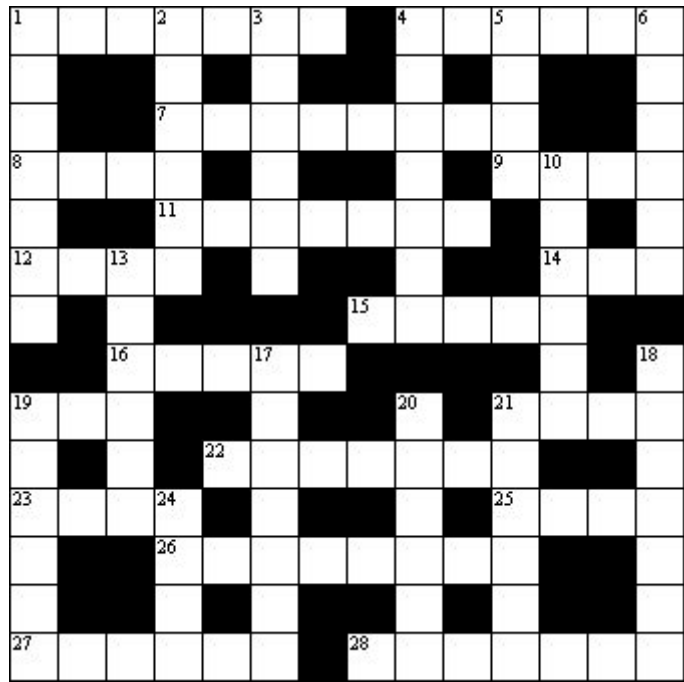
Stewart Bowman  
 Highside  
 Main Street  
 Bankfoot  
 PERTH  
 PH1 4AB



# October prize crossword puzzle



You may find some old classic bikes in the solutions to this month's Crossword. Sue



Crossword and clues all prepared by Sue Temple (many thanks, Sue. Ed.)

**Across**

- 1. Obstacle (7)
- 4. Strong-smelling pungent root used in cookery (6)
- 7. One of our favourite rendezvous points, just off the A720 (8)
- 8. Small bay, part of the Cromarty Firth, famous for its rig building industry (4)
- 9. One for motorcycle enthusiasts will be held in Birmingham in November, another at Ingliston in March (4)
- 11. Optical covers (7)
- 12. Small containers - for Swarfega perhaps (4)
- 14. Albert John Stevens firm which joined with Matchless in 1931 (3)
- 15. Name for a Honda 125 (5)
- 16. Native born North Britons who appear to lay claim to every parking layby in Scotland! (5)
- 19. Across and 19 Down  
Small hen from Birmingham (1,1,1; 6)
- 21. Foot covering (4)
- 22. Makers of the "Black Shadow", "Comet" and "Rapide" (7)
- 23. Birds' home (4)
- 25. Individual thing or entity (4)
- 26. Lanarkshire town, just south of Glasgow (8)
- 27. German town, capital of Bavaria and the home of BMW (6)
- 28. West of Scotland village on the A830 between Fort William and Mallaig (7)

**Down**

- 1. Mr Francis's partner who helped him build the "Cruiser" amongst other motorbikes (7)
- 2. "Whitworth" and "Ulster" are two models from this famous British make (Plural) (6)
- 3. The number of 100 cc.s in a Yamaha FJ (6)
- 4. Native of Newcastle-upon-Tyne (7)
- 5. Motorcycle excursions (4)
- 6. Circus funny men (6)
- 10. Fitness (6)
- 13. A road avoiding city centres (6)
- 17. Famous British motorcycle manufacturer of the "Trident" and "Bonneville" (7)
- 18. That for the SMC takes place on the second Wednesday of every month (7)
- 19. See 19 Across (6)
- 20. Put this word before "Ross" and "Hailes", but after "Sou" (6)
- 21. Motorcycle antics performed by the likes of Gary Rothwell (6)
- 24. Native of the Asian country formerly called Siam (4)

Write your name here:  
 .....

Send the completed puzzle before the end of the month for entry into the £10 prize draw to:

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