



The Scottish Motorcycle Club

Bike Bytes

Volume 2 Issue 11

November 2001

WELCOME

We give a big welcome this month to the following four new Members: **John Moss** from Linlithgow, **Mike Main** from Bearsden, and **John and Geraldine Middleton** from Glasgow. Geraldine is the 111th person to join the SMC and she takes our current membership to over 100!

We hope all Members get a lot out of belonging to the Scottish Motorcycle Club, such as going to nice places and making even nicer friends but we also hope that you will find ways of contributing your experience to the Club by joining in and helping to organise some of the activities. You'll get a lot of fun that way! Remember, we are all volunteers with busy lives and families. And if you want to know something about the Club or biking or just about anything, try asking another Member – we don't know everything but it is amazing how wide are the interests of our Members!

Although the season of formal runs is over for this year, Members continue to go for **informal runs** during the colder months and we occasionally arrange other visits. The Members in the **Contact List** would be pleased to hear from you for a chat, to offer advice or to go for a run. We shall have more events to look forward to next year, including Friday evening, Sunday, weekend and foreign trips. Details will appear in our Calendar of Events. Meanwhile, there is our Christmas Dinner to sign up for, there are links to other interesting websites on our own website, details of discounts from our friendly dealers and a stack of videos that you can borrow free of charge!

Arthur Shepherd

Ready for the off to Torridon



NEXT MEETINGS

Colin Pate, the Director of the British Motorcyclists Federation (BMF), will be coming to speak to us at the next Club Night on 14 November. As affiliated members we get discounts through the BMF. You will be able to ask him all about the work of the BMF on behalf of motorcyclists in the UK and Europe, with particular reference to Scotland. There are continuing campaigns about bus-lanes, secure bike-parking, local and national government transport plans, road closures and restrictions, etc. The BMF runs several big rallies and shows each year, including the Kelso Bikefest, and also some smaller events such as their popular Bunkhouse Weekends in Scotland, camping trips, charity events and the National (all-night) Rally. BMF Scotland also produces a regular Newsletter, which they'll send you on request.

As our **Christmas Dinner** will be held on 12 December (details elsewhere in this issue of BikeBytes), please note that there will be no Club Night at the Black Bitch Tavern in December.

The next Club Night after the Christmas Dinner will be on **9 January 2002**.

Arthur Shepherd

Below: the "Big Boys" at Rannoch Station; Colin & Trophy, Jim & Pan, Ronnie's 'Wing



Glenshee line-up – see Arthur's report of Neil Stewart's run inside. Photo © Highland Photos

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MEMBERS DISCOUNTS

BMF: Each member of SMC is an affiliate member of BMF too, and currently receives the following benefits: 15% discount on RAC Sprint Roadside Recovery, Ride High Travel Insurance, free professional legal advice helpline, access to BMF information and advice, reduced entrance to BMF events, BMF credit card, discounts on BMF merchandise, discounts on ferry crossings, a discount on your full individual BMF membership. MAG discounts full membership.

Our network of friendly dealers offers us discounts. **Please support them.** More dealers are joining our network. Full details of the products and services offered and the discounts applicable to SMC Members are available on request. Announcements appear from time to time in BikeBytes and details are contained and updated in the Members' Area of our website.

	Telephone	Website	E-mail
Branches Nationwide			
Speedy Hire	01738 622 200 Derek Bowman - for details of discounts and your local Branch		
CUPAR, Fife			
Cupar Motorcycles	01334 655 707	www.cupar.co.uk	
EDINBURGH			
Alvins Motorcycles	0131 258 5000	www.alvins.com	mail@alvins.com
Carrick Motor Cycles	0131 555 2575	www.carrickyamaha.com	sales@carrickyamaha.com
Moto-Cal	0131 552 8666	www.moto-cal.co.uk	calum@moto-cal.co.uk
Robert Mackintosh Autoglym	0131 443 0582		robertmackintosh@quista.net
Two Wheels	0131 667 7305	www.twowheels.co.uk	enquiries@twowheels.co.uk

Arthur Shepherd

VIDEO CLUB – Kathy writes:

All the videos that were on order have now arrived. Take up has been extremely slow, therefore I'll bring them along to the monthly meetings which I'm sure will generate some interest! If anyone has any videos which they don't mind lending out then please let me know and I can add them to the list.

So, we now have all the 37 videos listed last month available to borrow, plus an **extra** as follows:

Bike's Perfect Summer, available from Arthur

Contact Kathy or the video holder as listed, using the phone or other details in the contacts listing included in October's newsletter mailing. The members' website includes links to descriptions of some videos.

NEIL STEWART'S RUN TO GLENSHEE

We had a really good run on 16 September to the Spittal of Glenshee, expertly organised and led by our very own Honda MAC Instructor, Neil Stewart. Scotland is fantastic at this time of year and the weather was near perfect for it. Neil took us on an outstanding set of roads and he brought it all together in a magnificent route, taking in quite a few of my personal favourites.

The following account gives the route in sufficient detail for you to follow it on a map and reading it is like reading a list of some of the very best, most beautiful places in Scotland - so that means in the world, right?

Twenty riders on eighteen bikes made the trip. We assembled at Stirling Services at 09:30, so several of us were feeling just a wee bit chilly by the time we arrived there but a hot drink and a warm chat soon sorted that. Neil introduced himself to us all, described the day's route and

reminded us that, as always, we were to keep the rider behind in view, stopping if necessary.

Neil fitted me with a radio so that he could keep me, the Rearguard, informed of progress from the front. Bike-to-bike radios vary considerably in sound quality, range and price but these ones worked rather well. I have used several different makes of radio for various applications, including bike-to-bike communications during training, in both two-way and one-way mode. For use on runs, it would be better if the Rearguard were also able to communicate with the Leader in case of delays or emergencies. However, Neil, always the professional, didn't rely just on the radios to keep us together: like the best of SMC Organisers, he slowed down on those parts where we might otherwise have spread out, and he had planned several strategic stops to allow everyone to keep together.

Leaving the assembly point can be the first wrong turning, so Neil had told us exactly which exit we were taking towards Airth and the Kincardine Bridge. No-one went wrong! We went via the A977 past Powmill (a favourite stop of mine for bacon rolls) then the A823 by the Rumbling Bridge over the River Devon, through the Yetts (ie 'big gates' if you're English) o' Muckart, up Glen Devon and Glen Eagles to Crieff. The coffee stop was easily re-scheduled as the distillery wasn't open and then we were off via the A822 by Gilmerton, the Sma' Glen, Amulree and Strathbraan to Dunkeld. Picking up the A984 took us across the Tay to Meikleour and the A93 towards Blairgowrie. Following the River Erich to Bridge of Cally, and Black Water and Shee Water through Glen Shee, brought us to the Spittal of Glenshee Hotel and our lunch stop. No time to visit the Stone Circle or Tomb today.

We were about to leave the Spittal after lunch when kilted Cameron, who had been part of the warm welcome and excellent service in the hotel, appeared with camera and step ladder. To many ribald comments about ladders and kilts from Alan Graham among others, and after a fine lunch, good company and great roads, we all managed huge grins for the photo shoot, as you can see in the photograph.

As we weren't going further towards the now much-straightened Devil's Elbow and Braemar this time, we headed south again for the B950 turning to Kirkmichael in Strathardle then by that most beautiful A924 road alongside the River Ardlie to Pitlochry. Turning south again on the A9 for a few miles, we followed the River Tummel to Ballinluig so that we could take the A827 through Strathtay to Aberfeldy, Kenmore at the foot of Loch Tay and then along the whole length of spectacular Loch Tay below Ben Lawers to Killin at the head of the loch and the Falls of Dochart. Neil led us on to the A85 through Glen Ogle to Lochearnhead and then on the A84 between Ben Vorlich and Ben Ledi via bonny Strathyre, beside the magnificent Loch Lubnaig and the Pass of Leny to Kilmahog and to Callander. Here, tired but exhilarated Members could make their own ways home.

Thanks, Neil, for taking all of us instead of just one or two Honda MAC candidates, and for a great day out! And thanks, Cameron, for a great picture.

Arthur Shepherd

Note: quality prints (ie higher resolution prints on special paper) of Cameron's photograph can be ordered from Cameron Harris, Highland Photos, Dalhenzean Farm, Glenshee, Perthshire PH10 7QP Tel: 01250 885 285 quoting reference "YP001 Scottish Motorcycle Club". Cameron is offering us a special half price of £5 for a print about 450mm long. Cameron and Highland Photos will be moving to Oban in April 2002 and would like to meet us again there. In the meantime, he is available for any photographic assignments.

TheFifthColumn

Welcome to another episode in the FifthColumn tales. It does seem to be getting harder to find usable and interesting snippets with which to amuse / annoy / upset (please delete as inappropriate) Bike Bytes readers. So I've just made most of this lot up. As usual.

Winter bike checklist, as promised last in month's column:

- **Brakes:** Maybe, as an experienced motorcyclist, you hardly ever need to use the brakes. It is, however, not necessarily a good idea to have 10-year-old brake fluid sloshing about. Oh – and see if you can find the back brake pedal in that pile of old lawnmower parts in the shed. Back brakes are quite useful when the snow's over 3 feet deep.
- **Electrics:** Yes, that streetfighter mini-headlight jobbie looked really good on sunny summer days, didn't it? Since you gave away the original headlight, maybe you could wire a MiniMaglite up and quadruple the candlepower.
- **Tyres:** Ah, yes – the cut slicks from that friend of a friend who used to race. If it wasn't for the fact that they need an hour to heat up, they'd be great. On a race track, anyway. And not in winter, either. Still, maybe you'll find some perished Dunlop crossplies in the council skip.
- **Operation:** Bars a bit stiff? Told you that wheelies needed finesse, didn't I? New head bearings will cost a bit, so just slacken off the retaining nut a couple of turns and spray in some WD40. If the clutch cable gets snagged on that crack in the fairing, just remember not to use full lock.
- **Petrol & fluids:** Modern oil is so good it doesn't really need changed more than once every three or four years, even when you do 20,000 miles a year. Yes, it's still perfectly fine when it's a sort of gritty black colour. And anti-freeze is for wimps.
- **Security:** The loose grabrail will be fine, because you never go far in winter with a pillion. Except the wife / husband, of course, and they don't count. And they can easily hold their feet up off the road without footpegs.

(Once more, no apologies whatever to Edinburgh & District Advanced Motorcyclists for improving their pre-start checklist!)

Lighting up time. From next year all new EU cars will have daytime running lights permanently switched on in an attempt to reduce pedestrian KSI (killed or seriously injured) casualty rates. Let's hope the Transport Research Laboratory are being commissioned to carry out a "before and after" tally which includes pedal cyclists and motorcyclists involved in collisions with cars. If, as many organisations believe, the two-wheeler KSI rate goes up, then we can expect to see another attempt to introduce leg protectors, compulsory day-glo clothing, airbags, etc..

Apparently drunk drivers have been killing more people recently – 520 last year compared to 460 in 1999. Pure coincidence that the polis have conducted fewer breath tests and have been directed by their political masters to catch these nasty speeding people instead, of course.

Finally. After a few weeks "resting", I'm back working in Edinburgh again. How long will I manage to resist the comforts of the car for my daily commute? Watch this space!
(Recommendations for heated grips, gloves, waistcoats, etc. would be very welcome.)

Stewart

CHRISTMAS MEAL

Based on the responses I received by this month's BikeBytes publication deadline, I have provisionally booked the **West Port for 8pm on Wednesday 12th December.**

If you want to attend (and who wouldn't??), I now need you to send me the dosh (£15.95 each) and a completed menu selection by **Monday 19th November** at the very latest.

Please complete and return the attached booking form with a nice crisp cheque without delay.

Stewart (chairman) Bowman

BIKE TEST: HONDA CBR600 V CBR900 FIREBLADE (by a novice!)

Ursula Rouse writes:

As you all know, I crashed on the Torridon Run, leaving my BMW K1 a total write-off. As soon as I got over the shock, I knew I had to get another bike, preferably one that was going to be more manageable (K1 weighs about 250kg).

I was initially undecided about engine capacity, as the only bikes I had ever ridden were a Honda CB500 (to pass my test) and the K1 (1000cc). I was also in two minds as to whether to buy new or

second-hand. So I went to check out what the local dealers had to offer (Two Wheels, Edinburgh Kawasaki, Cupar Motorcycles, Dicksons and Drysdale's in Perth).

I narrowed the huge choice available to a test ride short list: the CBR600 and Fireblade at Dicksons in Perth, and the ZZR-600 and Ducati 748 at Cupar Motorcycles.

CBR600:

I found this nice and lightweight (170kg), very easy to handle, such a difference to the K1. I liked the digital instruments, and the riding position was also pretty good for me, but I did wonder if I would like to sit on it all day. You need to get the revs up to start with, and once you get going, it's much more nimble through bends than my old bike. I took it out on the road to Crieff, which has a good mix of long straights and bends. The engine needed revving more than I'm used to, and you really have to keep it above 5000rpm all the time.

It zipped past traffic no trouble, though to do this effectively you need to be in the right gear (it helps if you can remember which gear you're in - I'm used to a gear indicator). I didn't push it through the bends as by then it had started to rain, and with a £1,000 excess on a test ride and my crash record I didn't want to push my luck. Back into the showroom for some coffee and waiting for the rain to go.

Fireblade:

Weight and handling seemed identical to the smaller engined Honda, instrumentation and riding position very similar. I just found the seat/footpegs/handlebars distances just that bit better, in fact perfect for me. I took this bike for a test run after the rain had stopped, so went carefully to start with. The bends on the old A9 towards Birnam were covered in wet leaves, so I didn't really get a chance to test the bike's cornering ability. But back on the new A9 south, the 400cc difference between the bikes was clear. Phenomenal overtaking ability made light work of the traffic back towards Perth (just slowed down for the Gatso) and I knew I was hooked on this bike. Brakes were excellent too (I'm used to ABS). The only niggle I have is that it didn't run smoothly at very slow speeds, when filtering through traffic. I couldn't fault anything else, time will tell if I have chosen the right bike.

So I never got to test ride the ZZR or the 748. I just found the Fireblade so easy to get on with: lightweight, comfortable, and very powerful. I knew I didn't need to look any further, and bought a new one from Dicksons.

NB: It's nearly two weeks since I got the bike, and I've just come back from the trip up to Applecross

without any problems, including riding back in some really atrocious road conditions. If anyone else was out on their bike yesterday (Saturday 20 October) they'll know. The bike is really comfy for a sports bike, I did the run back from Strathcarron without a break, just a fuel stop at Dalwhinnie (180 miles to the tank can't be bad).

HUKRC to close – Ronnie T reports

Hi! Thought this (from MCN) would make interesting reading for the club! Aren't you glad you joined the S.M.C.?

The 20,000-member HUKRC (Honda UK Riders' Club) will close on Thursday, November 1.

It will mean the end for the club's rideouts, holidays and discounted official Honda goods and cheap tickets to race rounds.

Schemes such as the MAC rider training courses and Hondacare insurance, which ran in tandem with HUKRC, are unaffected.

The club launched in 1998 and anyone buying a new bike automatically qualified for free membership.

But that membership only ran for a year - renewal cost £29. When it came to renewal time 95 per cent of riders said thanks, but no thanks.

A letter sent to members this week says: " The reasons behind the closure are many and varied but fundamentally it has become too expensive to run. "

Honda had hoped the club would become self-sufficient within three years, but it has continued to run up debts. Staff refuse to disclose how big these are. An insider told us Honda intends to refund the membership fee to all current second or third year members as a gesture of goodwill.

Letters to relevant members are expected to be sent out during November.

Honda's Scott Grimisdall said: " The money we spent running the club can be better spent in other areas for customers. Honda has definite plans in this department but I can't expand on them right now."

Ronnie Taylor

POOR NTV650

Arthur Shepherd writes:

Thanks very much for your many cards and kind messages with good wishes following my accident in September. According to my recent hospital check-up, I've made a surprisingly good recovery,

and am once again back in high spirits. Fiona and I have just had a week's holiday in our favourite Appin and this helped recharge all batteries. The only remaining problem is the poor old NTV650.

In case you'd like to know, the rear wheel hopped and skidded causing the handlebars to shake violently. I hung on and had corrected that but, as a result, ended up on loose gravel at the side of the road. The bike then again skidded on the loose gravel this time, mounted the grass verge, and then we tumbled down a slope. After spending about 45 minutes attending to the bike, I began to realise that I needed some attention myself, and so I then rode pillion on a friend's bike about 70 bumpy miles to Edinburgh Royal Infirmary Accident & Emergency Unit but soon after a CT scan was on my way by ambulance to the specialist kidney unit at the Western General Hospital. The main concern was damage to the right kidney area resulting a week in hospital (three days stuck in bed without getting up), two cracked ribs and one or two other minor bumps. But, with expert care and attention from all the doctors and pretty young nurses (I love those uniforms and they really are an important part of the treatment), I made very rapid progress and continue to feel easier every day. It's a good job Fiona keeps me so fit!

I am virtually back to normal but the bike, although very special to me, is going to cost more to fix (with new parts) than it is worth (they say). We'll see what we can arrange with the insurance assessor. By the way, Edinburgh's Honda dealers, Two Wheels, went and recovered the bike very efficiently and took it back to their place. They promptly assured me everything had been taken care of, that it was safe with them, that there was no hurry about any further decisions until I was able to come in, and therefore no need to worry. They couldn't have been better. This was all very reassuring so a big 'thank you' to Tony, Neil and the team.

Naturally, I've been replaying this my first incident and, in retrospect, realise that I'd already been having some concerns about the present tyres. Pressures were accurate and there was plenty of tread depth, as I had checked them that morning before leaving (IAM BETOPS!). The current tyres are the Honda-recommended Bridgestone Exedras, which I've usually fitted (I tried Metzeler's once) and they haven't been a particular problem - until this present rear tyre. When I think about it, I've several times noticed it sliding when others apparently had no problem. Once I was following Ronnie H on his Gold Wing and felt one section of road seemed incredibly greasy but, when I

mentioned it to Ronnie, he said he hadn't noticed anything! I would have expected his bike to be affected rather than mine because of its extra power and torque. Another time, I've just this minute remembered, I was on a newly surfaced section of the Edinburgh City Bypass with another biker and suddenly felt as if I was on oil or diesel (maybe I was because I thought I could smell it although it might just have been the tar) but the other guy never noticed! On another occasion, Neil Stewart was following me (in extremely wet conditions out of Kelso) and my rear tyre broke away then and did a nasty wobble. At the next stop, without looking at them first, he asked me, "Are they Bridgestone Exedras you have fitted?" and suggested changing them. I wish I had! And I wish I'd paid more attention to all those warning signs. I was even e-mailing Tommy in August about his Deauville: "As I was nearing Forfar, I remembered what I wanted to ask you! Did your bike come with Bridgestone Exedra tyres as standard (like mine) or have you tried them? If so, what did you think of them? Have you tried Metzellers? If so, how did you rate them?"

EMERGENCY TACTICS:

Steve was asking about experience of this in October's BikeBytes and Arthur offers the following.

I have a First Aid Certificate, have done a couple of special Bikers First Aid classes, and always carry a First Aid Kit in my pannier.

The natural tendency for us bikers is to worry first about the bike and be brave about ourselves. But do remember that the first priority **MUST** be yourself and your mates, so take time to check really carefully and seek expert medical attention immediately if there's any possibility of its being required. When in doubt, get help without waiting! Internal injuries may not show any external symptoms but could prove fatal! And one of your first priorities must be to **SECURE THE AREA AND PROTECT IT FROM FURTHER ACCIDENTAL DAMAGE**. Post lookouts and wave traffic to stop or slow down if necessary.

While I was lying pinned underneath the bike and unable to get out, at least two cars went past the pannier lying in the road but didn't see me. We rely on our mates keeping the bike behind in view at all times and, if it disappears, stopping immediately in case there is an emergency. Petrol was dripping on my face but I was able to reach the kill switch. When my mate came back for me, having noticed within seconds that I had

disappeared from view, I was able to warn him about the petrol leakage, another hazard to be aware of even when the rider is not conscious.

When I phoned the AA from the scene, I couldn't tell the operator (who was somewhere in England) the "name of the street" because, after all, I was in the countryside. I could describe where I was but this wasn't good enough for him. I am covered for "get you home" but he said that that doesn't apply in the event of an accident so, although he could arrange collection, I would have to pay. The insurance company may or may not reimburse the cost. I then offered to speak to the local recovery company that the AA would use and describe precisely where I was but this was unacceptable to him because the computer system would not let him past the "street name" screen. So phoning the AA was a complete waste of time and got nowhere.

As mentioned above, Two Wheels collected the bike very efficiently.

Lothian & Borders Police advised me that it was not necessary to report the accident if the only casualties were me and the bike, and no-one else was involved.

Arthur Shepherd

FIRST AID ADVICE

I have found an excellent set of articles on biking-related First Aid at:

www.bikesafe.co.uk/bikesafe/firstaid/firstaid.html

This includes straightforward info. on: Accident Scene Management, Basic Casualty Assessment, Emergency Resuscitation, and The Recovery Position.

A chilling statistic included is "20% of all people who die as a result of a road traffic accident do so because their airway becomes obstructed either by build up of fluid or vomit or by the tongue falling to the back of the airway."

Take a look, print it out and keep it on the bike. Even better, do as the author suggests and take a First Aid course. We shall have an emergency paramedic coming to a future Club meeting, so be prepared to ask questions.

Steve Middleton

ESTORIL MOTO GP

Well I had a good excuse to miss September's club meeting. The girlfriend was very kind to book a holiday in Lagos in Portugal. By sheer coincidence the G.P. was on the weekend that we arrived there. So we hired a car on Friday drove all the way up through Lisbon to Sintra, which is a couple of Km from the circuit. It took me ½ hr to stop going for the gear stick with my left hand, by that time I was driving like the locals. Which is not

bad since I don't drive much in this country as it is. But I was impressed with the roads and the good condition they are in plus the motorways once you figure out the toll system. They are very good with the lane discipline - only wish they would do it over here.

Our luck was unbelievable that weekend. We drove round about 20 hotels for a room for Sat. and Sunday night the last hotel had one room left so we took it. Sunday morning up nice and early for breakfast and who do we spy but only Gary McCoy and Haga. Could not believe it. The rest of the Yamaha team were there as well. After the race on Sunday night while they were still sober I managed to get their autographs. Ta very much

Estoril circuit was very good for facilities - it was only £15 each roughly for - wait for it - the 3 days. I could not believe it. It cost £25 for race day over here. We only got to see the race day but it was worth all of it. Just to see Max stuff it on the 8th lap. Yes, I am a Rossi fan. Just to hear these 500s fly round the track and the whistle off the carbon brakes is totally awesome. And to see your heroes battling it out at 190mph and clashing fairings for real is just amazing. But don't forget the 125 and 250, which are just as fast and furious, and the smell of the two strokes. Words cannot describe it.



Biaggi leads Criville, Barros, Kenny R, Rossi, McCoy

The rest of the holiday was very nice as well Now it is just to persuade the better half next year for Spain like Valencia or Jerez??

Hopefully I will be better organised and get paddock passes??

Regards

Peter Cook

ISLE OF MAN TRIP

Attached is a pro-forma for a proposed trip to the Isle of Man next May organised by John Branney, depending on numbers, He knows it may sound a bit early, however prices are due out in January and he would like numbers to start price negotiations as soon as possible after the Festive Season.

Also for anyone looking for "things to do" there is supposed to be a Track Day at Knockhill on Sunday 18 November 2001 - 1000 to 1600 (01383) 723337. Watch the fun for free or join in and get the tyres warm for once in November.

Brian McMeeken (Dumfries) gets in touch:

Just thought I would e-mail you something for the newsletter as when you read it we have all been there at one time or another. A mate that lives in Australia sent it to me recently

I was one of the original members when it was the Honda Owners Club. I know John Stewart, Alan Hopper and the Temples among a few more. I have a chronic back problems which prevent me from riding great distances on my bike but this May I managed to ride up North so you might see me next year on the odd run or two.

All the best.

Brian McMeeken

As listed in the Haynes manual.

Haynes: Rotate anticlockwise.

Translation: Clamp with molegrips then beat repeatedly with hammer anticlockwise.

Haynes: This is a snug fit.

Translation: You will skin your knuckles!

Haynes: This is a tight fit.

Translation: Not a hope in hell mate!

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start; now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go buy a tin of WD40 (catering size).

Haynes: Retain tiny spring...

Translation: "Jeez what was that, it nearly had my eye out"!

Haynes: Press and rotate to remove bulb...

Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part.

Haynes: Lightly...

Translation: Start off lightly and build up till the veins on your forehead are throbbing then re-check the manual because this cannot be 'lightly' - what you are doing now.

All the major manufacturers were there, with a sizeable presence from the Italians of course, but what particularly struck me was the number of scooter manufacturers from China, Korea and other parts of the Far East. Some of their offerings looked very stylish and good value compared with the more established makes. I am not so sure that the locals will buy these in big numbers as brand name means a lot to the style-conscious Italians.

I was keen to see the new VFR and Pan on the Honda stand. Not too sure about the lines of the VFR, especially the one they had fitted up with panniers and a top box. The new Pan on the other hand looked better to me by far than the old one it is replacing. The angular lines look good and the adjustable seat height is something which will appeal to shorter riders as it's still a heavy bike (283kg) to reverse into a gravel-covered space with the camber going the wrong way!



The Milan Show alternates with Munich, which set me thinking about the possibility of visiting there next year. Part of the reason I was in Italy was to do some scouting for a tour next year so if you are interested, let me know. I am planning a trip that will take in Northern Italy via Lake Como to Lake Garda and then returning via Munich with time to take in the bike show, Oktoberfest (which actually starts in September!) and then up home through the Black Forest. The likely departure date will be mid September and duration around 12-13 days.

You can e mail me on hopper@buzzoff.freemove.co.uk or my other details are in the contact list. This is not a club tour as such but if our esteemed Chairman allows, I will try to have some more detail for the next club night and can say a few words then. I am always keen to get a feel for the numbers as early as possible so do let me know if you think you might be interested. Prices should be available later in the year.

I am also working on another long weekend in Ireland to coincide with the NW200 next May but with the option of an Antrim Coast run for those not interested in the racing. There will also be a run over to Donegal featuring mountains, sheep and probably lots of rain and mist, just the sort of thing we are used to. More of that too anon although provisional interests welcomed just now. That's enough plugging of my trips otherwise Stewart will start charging me for advertising.

Alan Hopper.

Here is the solution to October's crossword.

Eleven members have sent in entries (the most ever received) for October's competition and the lucky winner will be drawn at the Club Night on 14th November.

1	B	A	R	R	I	E	R		4	G	A	R	L	I	C						
A				2	U	L				3	E	U			L						
R				7	D	R	E	G	H	O	R	N			O						
8	N	I	G	G		V				9	R		10	S	H	O	W				
E				11	E	Y	E	L	I	D	S			E		N					
12	T	U	B	S		N								13	A	J	S				
T	Y									15	R	E	B	E	L						
						16	P	I	C	T	S				T		18	M			
19	B	S	A			R				20	W			21	S	H	O	E			
A	S					22	V	I	N	C	E	N	T					E			
23	N	E	S	T		24	U							25	S		U	N	I	T	
T						26	H	A	M	I	L	T	O	N						I	
A						27	A														N
29	M	U	N	I	C	H								28	A	R	I	S	A	I	G

The lucky winner of the September Crossword Competition Prize drawn at the last meeting from the ten correct entrants is John Branney.

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

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

Reply pro-formas on the next sheet are for you to return as instructed – cut the sheet into two along the line before sending off to the appropriate person

cut



ISLE OF MAN 2002

(OTHERWISE KNOWN AS THE "SMC – TT")

Depending on numbers I propose a trip to the Isle of Man

Bank Holiday weekend

Friday 03 May 2002 to Monday 06 May 2002.

Prices will not be available until January 2002 therefore at this stage I would like an indication of those interested to start negotiations for discount as early as possible.

Please return this pro-forma to:-

John Branney
119 Baldorran Crescent
Balloch
Cumbernauld
G68 9EX

(01236) 452775

ISLE OF MAN (03 05 02 – 06 05 02)

Name :

Address :

Telephone number :

Number of people :

cut

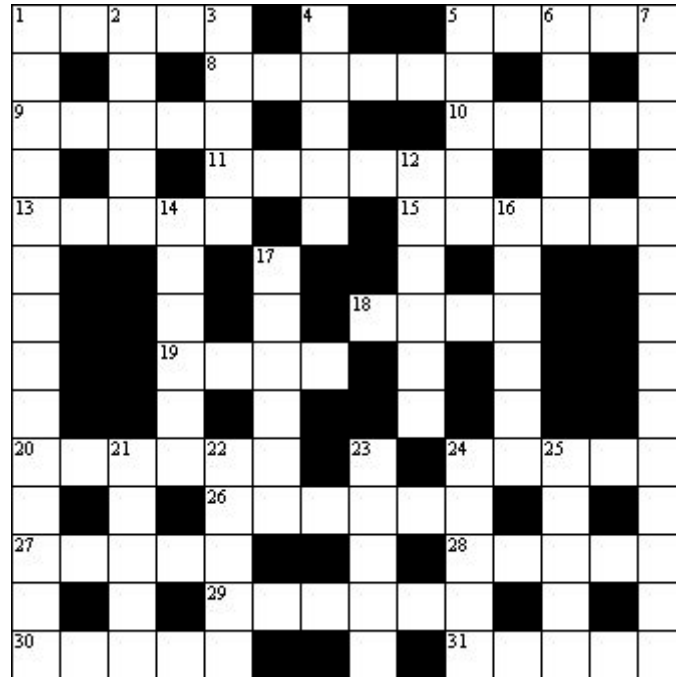
Christmas Meal Booking Form West Port Hotel, Linlithgow – Wednesday 12/12/01		
Name		Number attending
Address		Phone
	Email	
Menu	Please put a tick(s) against your selections	↓
Starter	Prawn Marie Rose	
	Home-Made Lentil Broth	
	Breaded Lobster Tails	
	Tropical Melon Boat	
Main Course	Traditional Roast Turkey	
	Chicken Monterey	
	Seafood Combo	
	Sizzlin Vegetable Fajitas	
Dessert	Hot Christmas Pud	
	Chocolate Muffin Sundae	
	Cheese & Biscuits	
	Strawberry Roulade	
Please return to:	Stewart Bowman Highside Main Street Bankfoot Perth PH1 4AB	smc@stewartbowman.com m 01738 787404
Payment	£15.95 per head. Cheques payable to "Scottish Motorcycle Club".	



November prize crossword puzzle



Crossword by Sue Temple with clues compiled this month by Katharine Dallman



Across

- 1 Moves rapidly (5)
- 5 A cylindrical rod incised with one or more helical or advancing spiral threads (5)
- 8 Road surface (6)
- 9 Home of Kisimul Castle (5)
- 10 A kind and lovable person (5)
- 11 To run about and tattle (6)
- 13 Produces a loud noise (5)
- 15 Indian prime minister assassinated by Sikh extremists (6)
- 18 Helmets (*slang*) (4)
- 19 See 5 Down
- 20 Type of bearing (3, 3)
- 24 Mrs Skinner, Dot Cotton's friend (5)
- 26 A raised curbed area, often used to delineate rows of parking spaces or lanes of traffic (6)
- 27 Computer term to decompress files (5)
- 28 4th letter of the phonetic alphabet (5)
- 29 Pot ____ A medley or mixture (6)
- 30 Hard, heavy, durable wood (5)
- 31 Abscond (5)

Down

- 1 His heart is buried at Melrose Abbey (6,3,5)
- 2 Approximately (5)
- 3 Opposite of hens (5)
- 4 An old game resembling backgammon (5)
- 5 and 19A Principal naval base of the British during World War I and World War II (5,4)
- 6 Not flexible (5)
- 7 Scottish patriot who led resistance against the English and briefly gained control of Scotland in 1298 (7,7)
- 12 Fire up (6)
- 14 Chance to win at SMC meetings (6)
- 16 Author of the Railway Children (6)
- 17 Makes indistinct (6)
- 21 A mechanical device or part whose name is forgotten or unknown (5)
- 22 Bitingly cold (5)
- 23 Child (*slang*) (5)
- 24 ____ Murphy, star of The Nutty Professor (5)
- 25 Celebrity magazine (5)

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