



The Magazine of The Scottish Motorcycle Club

WELCOME...

to the first edition of 2015 and a Happy New Year to you all! Let's hope the weather over the new biking season will be as good as last year. The 2015 calendar is up and running, so if you fancy organising a run or if there's anywhere you would like a run to go, please email events@scottishmotorcycleclub.org.uk with your suggestions.

Cheers, **Janet Moss**

Bikebytes@scottishmotorcycleclub.org.uk

EVENTS

We have several events coming up over the next couple of months, the first being the **Club night on Wednesday 14 January** upstairs in the Black Bitch pub in Linlithgow, from 8.00pm. Come along and have a catch-up with other biking friends, find out what everyone's been up to.

Next we have the popular annual **Awards night on Saturday 21 February at the Mercat Bar in Edinburgh, 7.30pm for 8.00pm**. If you want to go, please send your confirmation to John Hill Chair@scottishmotorcycleclub.org.uk as soon as possible as he needs to know definite numbers. This event is for members and partners.

Then we have our **AGM on Wednesday 11 March** upstairs in the Black Bitch pub in Linlithgow at 8.00pm.

All committee members retire at the end of each club year and their posts are filled by election at the AGM. We have an unusual situation this year, in that four members of our eight-strong committee have decided not to seek re-election. The posts which will become vacant are: Membership Secretary, Editor, Events Co-ordinator and Merchandising Officer. A very brief description of the posts:

Membership Secretary - club admin, processes new and renewal memberships, liaises with BMF

Editor - collects and formats copy for BikeBytes

Events Co-ordinator - communicates upcoming runs and events to membership

Merchandising Officer - sources club gear from our suppliers

Whether you are a relatively new member, who likes what the SMC has to offer, or a long time member who has enjoyed many runs and events, please consider standing for these, or any of the other committee posts. Being a member of the committee is an enjoyable and satisfying experience, as you are at the very heart of all that goes on in the club. The tasks required of these roles are not difficult - they simply require a small amount of your time and some very basic PC skills. Be assured that new committee members will be given every assistance to ease into their new roles.

It is no exaggeration to say that, without members willing to take on these posts, the club will not be able continue to offer the fantastic benefits to members that it has done over the years.

If you are interested in volunteering or would like information on any of the committee posts, please contact Steve MacKinnon, via email:- secretary@scottishmotorcycleclub.org.uk or phone:- 07802200964, or any committee member.

Please try to attend the AGM, your voice and votes are important to the future of the club.

PHOENIX HONDA AT STIRLING

I was in the city recently and called in to see the layout of the showroom. It's smaller than Grangemouth, but a staff member told me all had transferred over and an extension was planned. It will be needed; the only bike clothing visible was a rack and a helmet display on the balcony, and the bike stock was minimal.

GOLF COURSE CHALLENGE 2014

The Golf Course Challenge is now CLOSED with a grand total of 208 visits, equal to the record total for the 2012 Bridges Challenge.

We have nine Gold awards for those who have visited all 16 courses, three Silver awards for 12 or more visits and another three Bronze awards for eight or more. All fifteen of the members who have been active in the Challenge have achieved an award and this year's, of the five we have had, has the highest number of members completing the full Challenge.

The most popular destination is not clear - there are seven courses with fifteen visits. The least popular is one that I found to be at the end of a really good ride - Duff House in Banff with only nine visits.

The table of 2014 visits is [here](#).

The certificates have all been printed ready for presentation at the Awards Dinner on 21 February. Get your name down to attend by contacting John Hill (Chair@scottishmotorcycleclub.org.uk).

At present there are no plans for a 2015 Challenge, because no-one has stepped forward to replace me now I have retired from the task. If you would like the job, let Chairman John Hill know, and I'll do what I can to guide you.

Steve Middleton

USA ON A HARLEY : CHICAGO - MILWAUKEE - ST. LOUIS

Join us in September 2015 (provisionally the 12th): There are three of us so far, but it would be good to get five or six of us. We've negotiated a 10% discount for five or more. So check it out on EagleRiders web-site /Tours/Self Drive/USA Central : The Mid West M/C Tour starting in Chicago for 8 days/7 nights \$1,150.

So for two bikers on two bikes sharing accommodation it is \$1625 pp. This excludes air fare, food & drink, fuel, insurance.

We thought of adding one or two more nights to allow more time to see the places/enjoy the night life!! We will probably go for one more night at the start in Chicago and an additional night in St. Louis.

Hope this has wetted the appetites for some of you out there. We hope to hear from some similarly interested members soon !!

Any questions, just ask this new Chapter of :-

John Hill, Alan Hopper, Neil Johnston

JOHN & ALAN ARE ALREADY PLANNING THEIR 2015 TRIP BUT HERE'S THE 2ND PART OF THEIR TRIP TO CROATIA IN 2014.**BIKING IN THE BALKANS -****PART TWO B**

We all left separately from Dubrovnik.. Alan stayed another day and you can read separately how he got on, or didn't (so his is a must read too!).

Jan got the bus to Split via the coast road. I decided to go the inland motorway route to Split, partly as we had already done the coast route and I wanted to find the apartment before she arrived, but mainly as the weather had turned and it was getting wetter. The new motorway climbed into the mountains, but I couldn't see them due to the darkening weather, except when the flashes of lightning lit everything up. The rain was getting worse all the time with increasing amounts of surface water and progressively slower speed limits in force. Then we got flagged down by a highway vehicle and had to pull over on to the hard shoulder. The motorway ahead was flooded. Not so bad sitting there in a car, but crouched on my bike watching the water flow past my feet with thunder and lightning all around was not my idea of a summer holiday. Fortunately I had put my full wet suit on over my riding gear. The lake ahead got bigger and the stream along the verge was getting wider. So we then had to move out in to the first lane and eventually in to the outside lane to keep above the water level. After about an hour the rain eased and finally stopped. We could now see the situation. There were about 50 vehicles stranded, the motorway having been closed behind us. It was quite a community as we wandered around surveying the scene ahead and taking photos. The water level was half way up the central crash barrier at its shallow point. Fortunately after about another hour the level started to go down and the higher clearance vehicles started to wade through and eventually myself.



Luckily the sun came out and it became very warm as I arrived in Split. Just what I needed and to wring my gloves out and dry them. Split turned out to be another magic old walled town enclosing a myriad of tiny streets and many squares with nice cafes and restaurants every where. Outside the walls there was a new promenade of cafe/restaurants to sit out and watch life and the ferry boats leaving the harbour. This is where we met Alan for a drink the following day to see him off on his ferry to Italy.



After another day enjoying the warmth and delights of Split, Jan left for the airport and home. I started my journey to join Alan somewhere near the west edge of Italy, probably Bardonecchia, in couple of days time.

Unfortunately not having the time to go up the fabulous coast road in Croatia again I headed for the new motorway north. But it must be one of the most enjoyable motorways for a biker. Little traffic, sweeping bends as it climbed into the mountains and great scenery all around. I was feeling pretty cool and it must have got quite high which I realised when I saw the overhead signs showing temperatures of 12 deg. But it was bright and sunny and ok when I stopped do do my vents up! and put my winter gloves on! Then crossing the border into Italy at a much lower level it got really warm. This part of northern Italy was pretty flat and boring and very busy on the motorway. So I made good progress the first day and then a slower pace for the second day heading towards Turin.

But then that evening I got a text from Alan saying he had bad pains in his back and was in hospital in Turin waiting for results after an X-ray to see the doctor, but couldn't continue with the bike ride. This had destroyed what we had planned together. What to do next?? Alan confirmed in the morning that he had been told to rest in Turin for some days before flying home leaving the insurance to get his bike home. Fortunately he was staying with his daughter Hannah who lives there.

I wanted to see how my travelling companion really was and as I was in the region of Turin about lunch time, we made arrangements to meet at the railway station at Asti (of the Asti Spumanti fame) just east of Turin. How could we have managed this before mobile phones!! Well I was relieved to see that he was not in too bad a shape. Still sore but obviously very frustrated that he couldn't continue with the trip. So after he finished his nice cold beer, he was recovering ok! and I my lemonade, it was back into the saddle mid afternoon.

Obviously now I wasn't going to get as far into France that day as we had planned. We deliberately hadn't booked any where that night as we weren't sure where or when we would have met up. So had to stop by 7.00pm to find a bed for the night which I did, but still in Italy, at a deserted ski resort called Cesana not far from the border with France. A typical alpine hotel where the owner was most helpful as I was the only other guest bar one. He told me to put my bike round the back and under cover next to the ski racks from where there was a lift directly up to my room. The large restaurant was closed but he directed me to an excellent little local restaurant nearby. This time I was the only customer and the owner/chef and waitress were very friendly and helpful. Excellent meal with a nice glass of wine. Oh, and they gave me free a Prosecco to start along with an hors d'oeuvre. Then a digestive to finish, which consisted of 4 jars containing lumps of sugar each soaking in a different flavoured hooch, you then took a lump of sugar from each in turn (well that's what I think it was! and what I think I was meant to do!!), again free of charge!

So after a good sleep! I faced a very long day, much longer than we had planned, to get to the accommodation I had booked in Montcuq, near Cahors (yes regular readers of Bikebytes, the place where Kenny and I stayed last year). There was a choice of routes; go for a more northerly and longer route all on motorways which would get me there on time; or go due west on a very scenic route with virtually no motorways or even dual carriageways, but this may be too long and not get me there that evening. Unfortunately I didn't have access to Google Maps to check out the mileages and expected durations. But hey, I'm a biker on holiday and this could be a chance in a lifetime, and it is meant to be a

bit of an adventure and dare I say a challenge. Or am I just obstinate!! So yes, I went for the scenic route and blessed with good weather I enjoyed hundreds of miles on great roads, mostly traffic free and fantastic scenery. It started with big climbs and descents through alpine passes, then across the Central Massif which is a vast area of untouched high plateaus, forests and deep gorges. Then finally following the River Lot through a very picturesque landscape south of the Dordogne area. Not the longest day in terms of mileage, but at 422 miles, probably the hardest. With few stops and some fairly progressive riding, I must admit that I was shattered when I arrived in Montcuq about 8.30pm. But after I had changed and showered and walked the short distance to a small pizza bar I was soon refreshed. I was staying in the same house Kenny and I stayed in last year, but all to myself and still only 25 Euros including an excellent breakfast. (My 3rd year in a row staying at this place). Next day I didn't want to do more sightseeing in the area, needing a day of rest, but did just ride 10 very pleasant miles on country lanes to a nearby village I hadn't visited before, Castelnau-Montratier, and what a beautiful place it was too.



A lovely open square, where about 30 bikes were parked, with old arched arcades on two sides one of which had a fine cafe/restaurant being frequented by the bikers. So once they had vacated I found a seat outside and relaxed in the warm sunshine.

They were just setting up a large market in the village selling everything from local food and wine to clothes, artwork, etc as I was preparing to leave the next morning. But not being a great shopper, no space in my panniers and needing to cover a fair mileage northwards, I didn't linger. My idea was to get up towards Rouen from where I could easily get to the channel crossing the following day, and avoid Paris. I made good progress, about 400 miles, quite a lot on motorway and reached the town of Evreux by about 5.00pm on the Sunday, so thought I would try and find somewhere to stop the night. Unluckily the town centre was barriered off for a running event. But I stopped at one of the barriers and asked the policeman if he could direct me to a hotel, which he very helpfully did and removed the barrier to let me through just asking me to ride slowly through the centre.

Who says bikes open doors for you!! (Ooooh). Next morning was a bit damp, only my 3rd day with any rain but it wasn't much this time, and it was only 165 miles to Calais where I used the tunnel. My first experience of that. It was strange not seeing the channel but very quick and convenient. I also had good craic with 5 other bikers who were just returning after experiencing their first weekend abroad on their bikes.



Next followed the M20, Dartford Tunnel and M25 - oh why did I bother coming home!! Stopped overnight with my brother who conveniently lives near St. Albans just north of London.

Then last leg home via the M1, A1 and A68 from Darlington, because I had had enough of motorways in the last few days, I was in good time and the weather was great. So what better way to complete the circuit than up through the Borders where we started on a great biking road, stopping at the Flat Cat in Lauder for a pot of tea and one of their lovely home made cakes!

Total distance 4,060 miles in 18 days on my faithful FJR 1300. Didn't have to add a drop of oil and it's still only done 99,696 miles!

John Hill

BIKING IN THE BALKANS - PART TWO

So where was I? Ah yes, Turin. Now the plan was that I would get the bike serviced and spend a few days with my daughter Hannah and then meet up with John again to do the final leg home via France. Well, the bike service got done no problem but the stay with

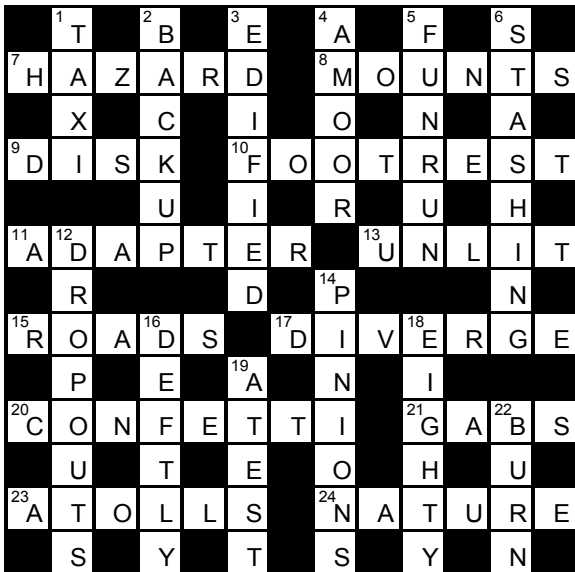
Hannah ended up stretching out to a full week instead of the few days. The day after I arrived, I started getting quite a severe pain in my lower back. Whether or not that was because she lives on the top (fifth) floor of her building and there's no lift or perhaps it was down to the long distances on the bike, I can't be sure but I suppose it's more than likely to have been the latter. Never having experienced such back pain from many a long continental trip, I am not sure why this should be but no doubt a couple of very long days bent over in the same position, muscles probably tight from the total concentration required, isn't all that healthy. Perhaps the ageing process is playing its part but I won't dwell on that! Whatever, Hannah thought it would be a good idea to get it checked out so we headed off to the local hospital where, after a few hours hanging around, an X ray and a consultation or two, the prognosis was complete rest for 5 days and no biking ... for a couple of weeks! Pain killers, a back brace and physio were the other suggestions, none of which I pursued, suffice to say that I arranged to see my own doc on my return who put it down to a temporary muscular pain which would pass with some anti-inflammatory pills and given a few weeks. I felt a lot better already and things seem to be getting back to normal thankfully now. It was with a heavy heart that I broke the news to John that I had to cut short our little - or not so little - adventure and miss out the last leg up through France. He will fill you in on that part separately. He did offer to pop round via Turin on his way past but being a bit busy (make that chaotic) on the traffic front, I suggested it would be easier for me to get a train along to Asti which is nearby and much smaller/easier to navigate so that he wouldn't lose too much time. Hannah was on a day off so we went together to meet John, had a coffee and some craic in the best bike club tradition and went our separate ways. There may even have been cake, I can't recall for sure but I would put money on it. Next day, I had some organising to do to arrange repatriation of the bike, flight home etc and paid a visit to the dealers to explain my predicament and get one or two things out of the panniers. It could have been worse. Had it happened in Bosnia or Montenegro for example, it would have been a load more inconvenient and I spent a relaxing and pleasant week with Hannah. We even hired a car at the weekend and went to the Ligurian coast for an overnighter the day before I flew home so every cloud does indeed have a silver lining.

If anyone is interested in this part of the world and wants more detail on routes, suggestions etc, John or I would be happy to help. I would avoid July or August when it can be very hot. Even this time of year (September) was reasonably hot especially in biker gear. Rain is not uncommon although we did fairly well most if not all the time but when it rains, it's like nothing we get here usually. It comes down in torrents, often accompanied by thunder and lightning with flooding commonplace. The prices in the Balkans were generally pretty good value, the natives friendly and the roads scenic and generally well kept. Speeds - usually rapid - and discipline - often hairy - do vary so you need total concentration but it's hard to imagine that you wouldn't just love it.

Must get the maps out now for some ideas for next year.

Alan Hopper

SOLUTION TO NOVEMBER'S CROSSWORD



BAGGING AN OLD TRUMPET!

Sometimes you'll spot something on eBay which looks too good to be true. That happened to me back at the end of September, when this old Trophy came up. It's an early re-born Hinckley machine, VIN 3615, and since it had only reached £500 one day before the auction ended, I decided I'd take a punt. There was a little flurry of bidding in the last two minutes of that auction and I eventually bagged it for the princely sum of £740, bought a train ticket to Rugby, headed down there and rode it back to Edinburgh on October 4th. It ran like a little watch for the 330+ miles back up here and it seemed to be a near-perfect fit for me, no better demonstrated by the fact that I jumped straight on it and rode it from Junction 2 on the M6 all the way to Southwaite Services (where I had to pull in for fuel) without the slightest twinge or anything aching to let me know it was time to get off for a stretch. It was just like I used to feel on my old 900 Sprint! Here she is:



If you'd like to have a look at what I've been up to, to get her ready and bring her back into use properly after she'd been sitting for so long down south, please just paste this ink into your browser and you'll be taken to a photo album where I've documented most of the big stuff. Click on each photo in that album and you'll get a short description of what that photo is:

<https://plus.google.com/photos/106936537004606424869/albums/6072692320970599617?authkey=CP381cu1hOfarQE>

She's running like a dream; now I'm just waiting to put some new boots on her when the weather improves and we'll be ready for the new riding season. I've really enjoyed being tucked away in the garage again for the winter whilst everyone else settles down in front of 'Strictly' on a Saturday evening. It seems a bit weird though – apart from riding this bike for 300 miles in a straight line up the motorway and then the odd road test in Edinburgh, I've not yet really 'ridden' it yet. I can't wait to see how she gets on once the roads dry, the weather improves and we can all get back to it!

David Goodenough

RABBIT IN THE HEADLIGHT

Michael Wight is our 'rabbit' this edition:-



How long have you been a member of the SMC?

During the summer of 2008 I was invited as a guest on a club run to the Borders and as it was such an enjoyable experience I signed up there and then.

When did you pass your test and what was your first 'proper' bike?

In 1967 after much pleading, my dad who was anti motorcycle at the time, relented (water dripping on stone) and bought me a second hand blue 1964 Honda Super Cub 50 from Tommy Hughson (Edinburgh Monarchs speedway rider) who had a small bike shop at Meadowbank, Edinburgh. I sat my test in the summer of that year which was a complete disaster - I lost my examiner due to my misunderstanding of the route in Portobello! However, a few weeks later I passed my test (with a different examiner). In 1971 after owning 4 Honda Super Cubs, I purchased my first 'proper' bike from a motorcycle dealer, Graham P Chatham, Abbeyhill, Edinburgh which was a 1969 Honda CD175 in as new condition. The bike was absolutely stunning and was a dead ringer of its larger sibling, the Honda CB450 - the iconic Black Bomber. The machine was dark metallic grey with chrome everything including twin exhausts, petrol tank with 'gold winged' badge, spoked wheels with large drum brakes back and front, round circular rear view mirrors and the cafe racer type leather saddle 'a la Bonneville'. The twin cylinder engine sounded magnificent and I relished using the performance of the bike which had a claimed maximum speed of 86 MPH and at the time was pretty good for a motorcycle of its type. I owned the bike for 2 years and it was sadly one of my last machines when I became a company car driver for the next 30 years. In all the years I have had a motorcycle I have had no formal training and am basically self taught. I am a great reader and endeavour to follow the advice and training contained in the Police Riders Handbook to Better Motorcycling which I continually refer to from time to time.

What would be your dream bike?

Since I became a Born Again Biker in 2006, after a considerable drought of biking, I have had the very great pleasure of owning and/or riding over 25 different motorcycles and scooters both large and small which have included legal learners, maxi scooters, super sports, cruisers, adventure style and the big sport touring machines. This is actually a very difficult question for me to provide a definitive answer mainly due to my wide experience of all the bikes I have ridden which have their own endearing qualities. In the past I have read that people have answered this question by saying that their dream bike is the one they own at the particular time. Unlike cars where weight is not an issue, for me the larger (and more expensive) motorcycles on the market today are extremely heavy which I find disconcerting for fear of dropping and hurting oneself. Apart from the age thing (and I do not consider myself to be an old crock by any means) my fingers on both hands have unfortunately become stiff and sore with osteoarthritis which means that operating the clutch lever on larger machines especially in heavy traffic becomes a real pain literally. Last year I had the opportunity of riding a lovely new adventure style motorcycle Honda NC750 DCT with automatic gears and optional geartronic for manual input and although quite a heavy machine I loved riding it briskly in the country on twisty roads, so in some sense this would be my dream bike. However, from a practical point of view and not an emotive one, my Honda CBF 125 is such a sweet little machine and being lightweight for manoeuvring at low speed and parking, and with a very light clutch, provides me with bags of fun. The thing I have found with riding a small bike thousands of miles in Scotland is that because unlike large powerful machines where they have almost limitless performance, it is a challenge where you have only a mere 12 brake horsepower at your disposal so you have to be able to use the gears to maximum effect to counteract hills and against the

wind. What makes the experience of lightweight motorcycling most enjoyable is that you are taking more time to enjoy scenic roads in the country and at the same time knowing that you are sipping fuel and do not have to regularly take a pit stop to fill up the tank. For the reasons given my little machine does me fine for the time being.

What is your favourite biking road?

My 'signature' run which I regularly enjoy is about 66 miles in length overall and starts and ends in Edinburgh and takes in the A198 coastal route to North Berwick passing the seaside towns of Longniddry, Aberlady and Gullane. The run continues (after a lunch break) from North Berwick to Dunbar using the inland A198 road which passes Tantallon Castle and the villages of Whitekirk and Tynningham before joining the main A1 trunk road. After Dunbar you take the country road to Gifford via the B6370 which takes in picturesque villages of Stenton and Garvald. In Gifford there is a small coffee shop with tasty home baking which is a favourite place to have a pit stop before returning home. The reason for this being my favourite is that the route takes in varied scenic roads with stunning views over the Forth Estuary with twisties requiring varying technical skills which are extremely rewarding.

Where were you born and when (optional)?

I was born in the Simpson Memorial Maternity Pavillion, Royal Infirmary (Old Hospital) in Edinburgh on the 6th April 1949.

What do you do for a living?

I am a retired Chartered Insurance Practitioner having over 47 years experience in the Insurance Industry, with the past 10 years working in the field of Broking specialising in commercial claims. At the end of March last year I decided the time was right to hang up my boots so to speak and I am now greatly enjoying my retirement to pursue my lovely hobby of biking and spend time with my family including 5 grandchildren.

What's your favourite film?

The 1964 film Goldfinger starring Sean Connery as James Bond is my favourite as it shows scenes of him driving at speed in the famous Aston Martin DB5 sports car which has many gadgets including machine guns, rear bullet shield, front passenger ejector seat and revolving number plates.

What's your favourite food/drink?

Haggis and malt whisky.

What's your pet hate?

Drivers who tailgate and especially boy racers who try and 'bait' me while riding my bike.

What 3 items (not including your family) would you rescue from your house if it was burning down?

Mitzi the cat, my mobile phone and wallet.

Who from history would you like to meet and why?

As the driver of a Mini Cooper (my other passion is performance cars) I would love to have met John Cooper, racing car designer and engineer who put his name to these sports saloon cars. I would have enjoyed taking John a run in the car and asking what gave him the idea of tuning the engines of these little cars which Paddy Hopkirk used to win the Monte Carlo Rally on several occasions in the 60's.

THE LONG WAY UP

The December Club Night was, for those few that made the effort to turn up, an excellent evening with a presentation from Wilson Hutchison and Steve Mason on their forthcoming bike adventure starting in February 2015. This is a journey through 2 hemispheres, 14 countries, covering 25,000 miles. After arriving by air in Buenos Aires and collecting their bikes, which are being shipped out there in January, they will travel down to Tierra del Fuego, then head north to Dead Horse at the top of Alaska, returning to the UK via Vancouver mid June.

They told us how they came up with the idea for the trip and with another biker friend, Raymond Danton, who lives in Australia then committed themselves to actually going ahead and doing it. Next they explained how they set about planning the journey. This covered everything from the bikes they would use:- Steve's bike 'Boris' is a BMW 1200 GS, whilst Wilson's 'Lugwig' and Ray's 'Sheila' are GSAs, to how these were being equipped to carry camping equipment (although hotels will also be used), spare tyres and fuel. They will use video cameras with GPS, Scala Rider intercoms and 'Spot' tracking devices in case of emergencies. They explained about the difficulties of crossing some borders and also the missing link!!

The missing link of 160 km/100miles in the Pan-American Highway is a section called the Darien Gap where there are no roads through a swamp area bordering Panama and Columbia. Here they will either have to get a boat to ship the bikes and themselves around it or pay more for the security and speed of air freight. A decision they have left until they get there.

The route covers all sorts of terrain, from arid mountains to deserts, humid jungle and arctic regions. 80% of the trip will be on tarmac but the rest is off-road with quite a bit on unsurfaced roads and sand, so some off-road training is needed!

They have paid for the whole trip themselves (around £14,000 each), but have managed to get some very good support from the BMW dealership, Douglas Park Motorrad in East Kilbride. Alan Dalziel, the Manager at Parks, has been helping them with servicing, tyres, spare parts and teaching them field maintenance.

On top of this they have decided to try and raise funds for a local charity, Deafblind, Scotland (and from the Club Night a number of our members have made donations). The charity is raising funds to build a purpose built centre in Lenzie called The Field of Dreams.

After the presentation there followed an interesting question and answer session. The Club

gave them thanks for their presentation and wished them well on their adventure. Wilson and Steve have promised to come and give us another talk when they have completed the trip to tell us how it all went, so this should be another good Club night event worth attending.

For those who want to follow the progress of their journey, follow the links below, and please consider donating to the Deafblind charity.

Their website with Blog

<http://thelongwayup.weebly.com/>

Douglas Park Motorrad website with blog (copy)

<http://www.parks.uk.com/motorrad/featured/the-long-way-up/>

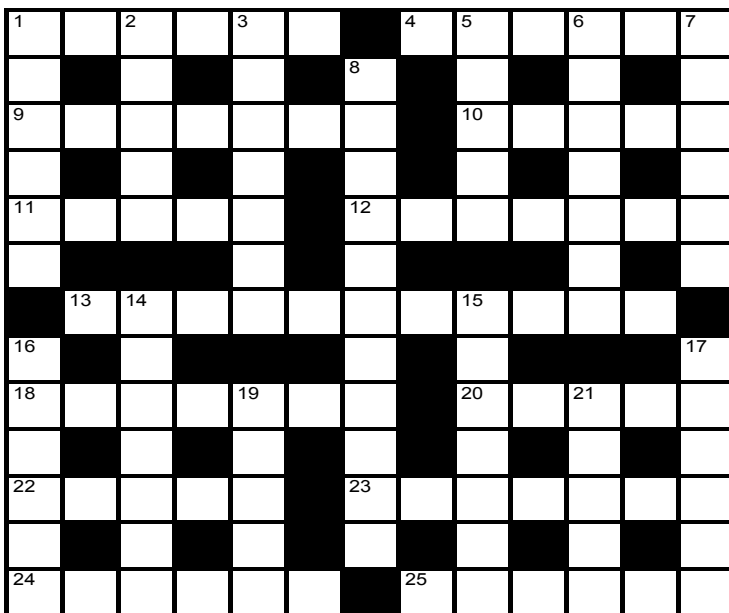
Their Just Giving Page

<https://www.justgiving.com/TheLongwayuppanamerican>

Their Face Book Group

<https://www.facebook.com/groups/368521919991873/>

John Hill & Janet Moss



Across

- 1 Slang for motorised transport (6)
- 9 Musical instruction “quickly” (7)
- 11 Group of eight (5)
- 13 Links (11)
- 20 Picture (5)
- 23 End of the day (7)
- 25 Kind of signals to ignore when driving! (1-5)
- 4 One who makes use of 1 Across (1,5)
- 10 Goodbye in Spanish (5)
- 12 Porridge ingredient (7)
- 18 Synthetic resin used for paints (7)
- 22 Pastimes (5)
- 24 Most lucid (6)

Down

- 1 Instrument used in combat (6)
- 3 Make less heavy (7)
- 6 Obtain take-away food without dismounting (5-2)
- 7 Outcome (6)
- 8 Also known as 1 across (11)
- 14 Rowers (7)
- 15 Frost (7)
- 16 Emblems worn to show membership of an organisation (6)
- 17 Natural fences (6)
- 19 Endures (5)
- 21 Growing older (5)
- 2 Enthusiastic approval (5)
- 5 Respond to stimulus (5)

Contact the Scottish Motorcycle Club via the Membership Secretary: Steve MacKinnon
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