

The Monthly Magazine Of The Scottish Motorcycle Club

Welcome

Happy New Year and welcome to the January edition of **BikeBytes**.

How many people have ventured out for their first ride of 2012? In Stirling, on New Year's Day, it was certainly mild enough to do so but I'm afraid my bike has yet to turn a wheel. I'm sure we all agree on the delight of riding our bikes but, sadly, it doesn't really count as effective exercise. I had to admit that the inevitable Yuletide weight gain demanded some furious pedalling rather than effortless motorcycling. Who would have thought a couple of mincemeat pies could be so heavy!

Still, although the weather of late has been wet, cold and stormy, a new year heralds the lengthening of days and the prospect of a new biking season. Steve Middleton is planning an exiting new Challenge for 2012 and a few runs have already appeared in the website calendar. As always, please let us know if you have any ideas for a run.

Coming up:

Wednesday 11th January – Club night. Black Bitch Tavern, West Port, Linlithgow. 8pm.

Please keep up to date by checking out the website: www.scottishmotorcycleclub.org.uk

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Editorial

Happy New Year everyone and fingers crossed for a good biking year...warm dray days and sunshine please!

Well, no more of that wind thanks very much! We got off lightly I think, just a broken fence panel, but others weren't so lucky. I hope all your bikes were safe and snug in a nice cosy garage!

One small oiece of BMF news this month, which may be significant for riders in Edinburgh and Glasgow. Both Edinburgh and Glasgow City Councils have cited the Transport for London (TfL) 'Bikes in Bus Lanes' trials in their decisions to postpone any decision on allowing the same in their own bus lanes. They have even invented some 'negative' data (where none existed) to support the view that there should not be any change to the current rules.

Well, TfL have decided that powered-two-wheelers (PTWs) in bus lanes have a positive effect on traffic flow and public safety and have allowed the use of the English capital's 'red' routes by riders on a permanent basis from now on.

MAG and ourselves will be meeting the City Councils very soon to point out how they are now behind current thinking on two wheeled transport and to see whether they can be persuaded to change their minds.

If you're interested to read more about TfL's trials and positive decision for PTWs, go to:

<http://www.tfl.gov.uk/roadusers/redroutes/10151.aspx>

This month, we have the continuation of Judy's Peru odyssey and what a fantastic place Machu Picchu must be to visit. It still sounds like a real expedition to get there, with wonderful sights and perilous journeys...what a great trip!

Steve Middleton has the results from last year's Distillery Challenge and some hints about this year's challenge, which will be announced very soon. I'm hoping the get more involved in the club's runs this year (work permitting!) and the new challenge is a great excuse to get out and about. It's all for fun, of course, but some of you will take it more seriously than others....you know who you are!

Anyway, let's all have a great year!

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PERU



The women of the Andes still wear traditional dress, and carry children on their backs, while working. The hats and the skirt patterns vary from district to district.

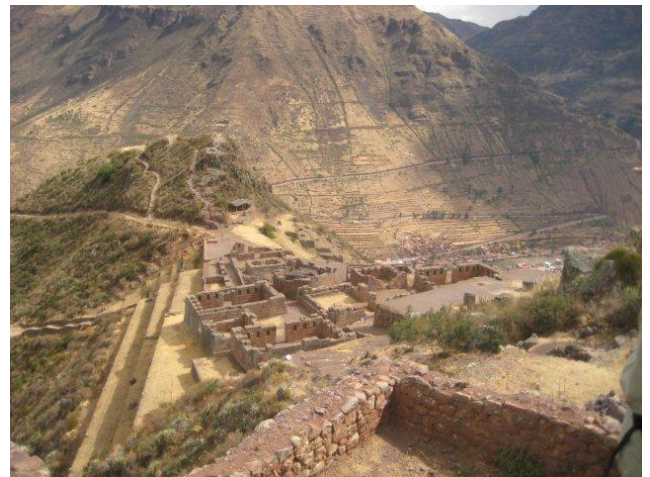
They are still very poor, but whenever you see schoolchildren, they are immaculately turned out, and you wonder how many youngsters are going to want to carry on with that hard way of life if they have the choice.



The Inca remains, and the terraces on the steep hillsides, are spectacular, but are just the appetizer really before you get to Machu Picchu.

We took the easy way to get to Machu Picchu and went by train from Cusco, starting out in flatish farmland and then climbing up the side of a steep river valley with the mountains closing in and getting higher all the time.

The train stops in the town of Aguas Calientes, which is growing rapidly to try to cope with the ever-increasing numbers of tourists.



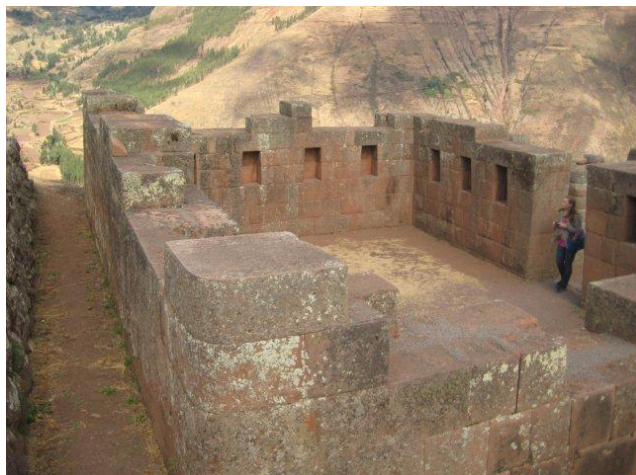
From the town it is a 15 minute bus ride up to Machu Picchu, and it is as amazing as it looks, perched on this incredibly steep mountain, surrounded by even higher mountains. The only building with curves in the whole place is the temple to the sun, which of course was at the core of their religion.

The rabbit-like animal blending in so well with the stones is a viscacha!



This was the day we spent 12 hours on the road (with stops for food and birdwatching), going from the dry west side over the top to spend two nights at a lodge on the wet east side.

These dirt roads with their drops on either side negotiating steep hairpin bends are "interesting" in the dry, especially when lorries come round blind bends towards you with no intention of slowing down, and your driver, who started the day driving very slowly and cautiously, gradually speeds up during the day until these same hairpin bends are being taken ever faster.



Then when you get to the highest point, suddenly you are in cloud forest and there is lots of wet vegetation, the trees get taller as you descend, and of course the dirt road is now muddy, there are streams rushing down the cliff the road is clinging to, with a precipitous drop on the other side and frequent signs of recent landslip. One particular corner was just fifty yards of thick mud, which the bus sort of slithered over only just in control.



We spent our two nights at the lodge, which was very nice, but the evening before we were due to leave again to go back up this road, there was a magnificent electrical storm, followed by torrential rain which lasted all night, and I'm afraid I didn't get much sleep imagining the road being washed away, or us sliding off it.

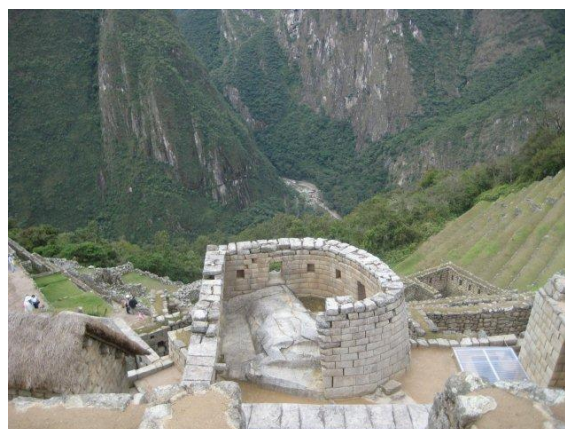
Amazingly though it was no worse than when we came down and we got back unscathed.



On our last night in Lima, our guide, Andy, said he'd been told of a good place to eat, and luckily he had recce'd it during the day - he led us down a very dark street, stopped at an anonymous dark wooden door and rang the bell.

A voice answered through the grille, Andy said, Are you open for dinner?, and a few moments later we heard the door being unlocked and we were shown in.... by a Carmelite nun, to quite a large space full of restaurant tables, with about five occupied by other customers.

The nuns were quite delightful, and of course only spoke French, which was a bit of a struggle, but the food was good, and the whole thing became even more surreal when in the middle of the meal they handed out the words to Ave Maria and we were all expected to join in with the singing!



Judy Broad

DISTILLERY CHALLENGE RESULTS

The 2011 Challenge is now ended and the new one for 2012 is being developed. Results and statistics for 2011 are as follows.

Seven members completed the Challenge of twelve distilleries visited and will be awarded their certificates later. In completion order they are Ken Eddie (with Fiona on the back), Tommy Taylor, Janet Moss, John Moss, David McWilliam, Alex Muir, and Steve Middleton. All of those except for Alex actually visited all 16 of the distilleries.

Seventeen members took part making a total of 158 visits, and with extras and the member photos there are 185 pictures in the gallery on the website. The most popular distillery was Glengoyne with all 17 participants visiting, followed by Glenturret with 16 – it must be the giant kissy grouse! The least visited were Glen Ord and Glenmorangie with seven each. The first visits were made on 27 February by Tommy Taylor and Steve Middleton, the last by Tommy on 24 September. Visits by month were: Feb. 2; March 9; April 48; May 15; June 22; July 38; August 16; Sept. 8.

So I think we can count that a success and I hope the 2012 Challenge will be even better supported. There is some discussion on the website forum right now about using bridges as the topic, and you are invited to comment there, but be quick since I intend to publish the details soon. Watch the website and look for an email from John Moss, our Events organiser, announcing them.

Steve Middleton

Events

If you check the calendar of events on the website site you will see there are a few free spots in the coming and future weeks. If you fancy organising a run or other type of event, or just suggesting something that we can arrange for you, then please let us know at events@scottishmotorcycleclub.org.uk and we'll see what we can do.

Run reports

Remember, there's lot's of reports online and photos in the gallery!

<http://www.scottishmotorcycleclub.org.uk/>

Articles for BikeBytes

PLEASE! Send any articles, pictures, funny stories or anything vaguely motorcycle related to:

bikebytes@scottishmotorcycleclub.org.uk

FOR SALE

Please let me know if you've anything, bike related, that you want to advertise for sale.

BikeBytes Crossword

The answers to last month's 'festive' crossword follow in this month's edition.

Another brain-teaser next month!

Bike Photos

This month, John Hill sent in a collection of bike photos from the early 1900s up to some amazingly futuristic concept designs.

I haven't included all the photos in this edition, there were lots – thanks John. However, I've included some of the more striking ones and I'll keep some for later editions.

If you come across some interesting photos, please send them in!



Brough Superior motorcycles were made in Nottingham, England from 1919 until 1940 and were known as 'the Rolls Royce of motorcycles.' Very expensive at the time, they were available only to the wealthy. This model dates from 1931.

T.. E. Lawrence, better known as Lawrence of Arabia, owned several of these machines and died from his injuries after crashing on one in 1935.



The Megola motorcycle was produced in Munich in the 1920's. Some 2,000 were built, but only 10 fully working examples are still in existence, one of which is in the Guggenheim Museum in New York .



This streamlined torpedo is the French-made Majestic, 1929.



Going Hubless!

The hubless wheel was invented by Franco Sbarro, who incorporated it into the Sbarro Osmos car in 1989. He also built at least two motorcycles employing the hubless technology.

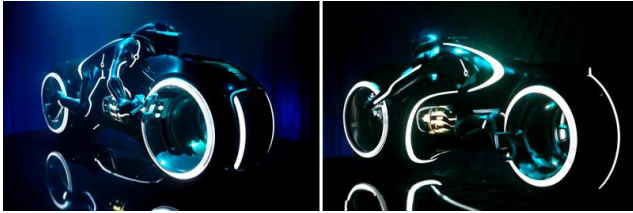


In 1935, the Killinger and Freund motorcycle was an attempt to make an improved version of the Megola, but the advent of World War II put an end to any further development.

Some sources point out that in 1940, when Indian's skirted fenders appeared, several questioned the manhood of Springfield's designers. It seems that aerodynamic shape of Killinger & Freund bikes influenced the Indian designers.



Many of us remember the lightcycles from the 1982 movie Tron. The long awaited sequel, Tron Legacy, hit cinemas in 2010 and featured this splendid looking specimen.



This custom built motorcycle, called Iceman II, was made by Walz Hardcore Choppers of Germany for Formula One world champion Kimi Raikonen. (I love this...ed!)



Want to travel in style? Why not try this Harley Davidson and limousine combination?



Festive **BikeBytes** Crossword solution

