July 2008

BikeBytes

The Monthly Magazine Of The Scottish Motorcycle Club

WELCOME

Hello and welcome to two new members, **Aaron Gray** and **Susan Steen** from Inverness who own a Triumph Sprint ST and a Honda CB500. We look forward to meeting you both at a club night or ride out.

An equally warm welcome to rejoining member **Andrew Stafford** from Helensburgh who rides a Yamaha Diversion 600 and to recently renewed members **Jay Martin** (CBR1000), **Brian McInally** (BMW R1150RT) and **Vera Tens** (VFR800).

We've enjoyed quite a variety of runs since the last issue of BikeBytes including the Cream Bun Run, Posh Chip Shop run, a ride through the Ochills & Campsies and Bob Kibbles run through the East Lothian countryside.

There's much more to come with many more runs in the calendar, the Kelso Bikefest in July and a stop-over trip to the Borders at the end of September. So, come along and enjoy the ride outs. Why not write an article for BikeBytes? It doesn't have to be War and Peace; it doesn't even have to be about motorcycling. We'd welcome any articles which you feel inspired to write and which you think would entertain the membership.

Hoping you enjoy this issue of BikeBytes,

Steve MacKinnon

BORDERS WEEKEND 27TH/28TH SEPTEMBER

There are still places available for the Borders weekend and I know it seems a long way off but if you are thinking of coming on it, I would appreciate it if you could let me know asap. See the attached booking form for all the information.

Janet Moss

THE POSH CHIP SHOP RUN – THURSDAY 5TH JUNE

I think it was 11 of us on 9 bikes that met up at Dobies Garden Centre for what Paul Broughton had called his Posh Chip Shop Run.



Paul had brought his wife, Linda and Fraser had a friend who was visiting from abroad riding pillion with him. We set off, with Ken Russell leading, for a nice trundle down the back lanes towards Callander and then onto the Harbour Cafe by the side of Loch Venachar. This is a fairly new (about 2 years old) cafe/restaurant right on the lochside with decking and tables outside overlooking the loch. You can also hire boats here to go fishing or, I suppose, just for a trip around the loch. When we arrived, there were 5 others already seated who had come in cars and then David J (who had hightailed it back from work) arrived, so all in all we were 17.

The menu seemed a bit pricey (£17.90 for 2 courses – I think this was why it was the "posh" chip shop run) but the food was great, even though the service was very slow. I had pigeon breast on a piece of black pudding with a slice of deep fried parma ham and a poached quail egg on top for a starter, so you can see where I'm coming from!! The other starters were on a par and the main courses were no different. I had pan fried sea bass but the steak and lamb shank looked just as good (can you tell I've not had my tea yet!!). All this time we were entertained by a couple of girls, one of whom was on a keyboard, singing while we ate.

By the time we had eaten it was getting on for 10.30 so it was really time to make a move. That was when we realised we were surrounded, by about several million midges, so it was on with all the kit before we dared go outside.

Contact the Scottish Motorcycle Club via the Membership Secretary:
Steve MacKinnon
Tel: 01786 475948 07802 200964 E-mail: Stephen.mackinnon@tiscali.co.uk



It was about 11.40 by the time John and I got home but it was a great night and a place certainly worth a run out to, but probably for lunch next time, so we can sit outside and admire the views. Thanks Paul, definitely one to note for future reference!

Janet Moss

CREAM BUN RUN

Janet and I were a little later than usual to the starting point at Stirling Services, and were amazed to see such a large gathering for the start of Susan and Una's inaugural Annual Cream Bun Run. The weather was perfect (well a little too hot, but we shouldn't complain should we?), and once we had shared out the first confectionery of the day (Susan provided us with caramel shortbread) 16 bikes with 19 folks on board were ready for the off. With Bruce and Una leading (Una's new Monster is still to be delivered so Una was riding pillion today) and Susan performing the TEC duties, we left on the often ridden path to Callander and Lochearnhead, (picking up a 17th bike - Alan Graham- on the way) then taking the A827 to Killin and on to Kenmore for coffee and cakes at the Courtyard. The pace was fairly gentle, and this was great as I was pleasantly surprised to see many things that I would normally miss when travelling at the more usual 'brisk' pace (we must do more runs like this). The temperature was rising so it was good to remove some of the biking gear for a while at the coffee stop. After coffee we set off up the B846 to Tummel Bridge, this time with Susan leading, on to Trinafour, Struan and Calvine ending the morning at the House of Bruar for lunch. We rode a few roads along which I hadn't been before, but will make a point of travelling again as they were perfect for a leisurely ride.



After lunch we headed down the A9 to Pitlochry, then across the A924 to Blairgowrie (there were lots of signs warning about sheep that were unaware of the green cross code, but not much evidence of the beasts themselves). This is another great road and the sunshine just made it that bit better. After stopping for fuel in Blairgowrie we headed for Perth down the A93, ending the run at Dobbies Garden Centre. Start to finish was approx 130 miles, a moderate mileage, but no less enjoyable than the longer runs we usually have, in fact I'd recommend that we have a few more like this. A most relaxing and enjoyable day out, many thanks to Susan and Una (and Bruce) for leading us.



Those present: Susan Dundas - VFR800, Una and Bruce Thomson - Ducati Monster, Bill and Roberta Maxwell - Pan ST1300, Fraser Simpson - Harley Ultraglide, Anthony Johnson - BMW R1100RS, Gary Wain - Triumph Daytona 600, George Kay - Kawasaki VN900, Vicky Watters - Moto Guzzi Breva, Alan Watters - XV1100, Ken Eddie - BMW R1100RS, Dave McWilliam - Triumph ST1050, Steve and Linda McKinnon - Transalp 650, Dave Jerome - GTS1000,

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Steve Middleton - VFR750, Alan Graham - Pan ST1300, Janet Moss - Hornet 600, John Moss Pan ST1100.

John Moss

PAUL AND KEN'S CAMPSIES RUN 15TH JUNE

You know when you get that feeling that you've forgotten something? That was how I felt as I set off to Dobies to meet up for Paul and Ken's twice postponed run to the Campsies. I had all the necessities – money, phone, glasses – but still I felt there was something missing. That was it – no big red Pan to follow as John was away in Penang (shame) with work, I was on my own.



Anyway 8 bikes set off with Ken leading but by the time we reached the coffee stop we had gained another, so it was welcome back to Jay Martin and his friend Sandra who were coming back to the Club after a couple of years break from the bike. I think Paul and Ken were having a competition to see who could find the most narrow and gravelly single track lanes around Stirling and the surrounding areas (it was a draw).



Ken led in the morning and after lunch at the Carronbridge Hotel, Paul led for the afternoon with me as TEC. Don't ask me where we went (hopefully Paul has done a bit for this edition to fill you in).



I have been down roads I never knew existed, but the highlights of the run were the absolutely stunning scenery and views that we kept stopping and admiring. I would show you the pictures but I forgot the camera (damn I knew there was something else).

Janet Moss

10 COUNTRIES IN 10 DAYS

At the back end of 2007 a bunch of us from the motorbike club sat down to discuss what trips we would be doing in 2008. A common thread ran through it all, we wanted to do something fairly large and it would be in Europe. A get together every month to discuss the possibilities allowed us to dismiss some suggestions, but it also became clear that the numbers of people available were also getting less to the point there were only two of us left to go on the trip. At this point it would have been very easy to call the whole thing off, however we would have been kicking ourselves for not going if that was the case.

The trip was planned as much as it was ever going to be and a date was set. I am normally the type of person that has to plan everything down to the smallest details before I can be comfortable about it; however I was doing this differently. The only thing planned was the return trip on the ferry and the first night accommodation, but that was the whole idea

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and that made me feel a wee bit uncomfortable. So with a map on the tank bag to guide our way we were off.

Day 1

This started by leaving Scotland and heading to Newcastle to get the ferry. One of my friends decided to come down to Newcastle to see us off and once we got down there I noticed that his number plate had fallen off his bike. Thankfully he was not coming on the ferry with us so he made his way straight back up the road.

Day 2

The boat was 2 hours late in arriving at Amsterdam due to engine problems and this put a wee bit pressure on the day as that night's accommodation was booked 350 miles away and time was running out. This is a good reason not to make plans!! We headed through Holland to a place in Germany called Heidelberg; this was a very nice place to see - however a wee bit creepy too. Every now and again the church bells would chime for no apparent reason – it reminded me of the film warning about the 'child catcher' coming. This was also our first introduction to the Autobahns; now that is something to experience. No matter what speed I doing on the bike there was someone passing me like I was standing still. I was disappointed with the condition of these Autobahns as I felt they were not good enough for these speeds.

Day 3

This was another 350 mile trip, through choice. We started a lot earlier in the morning and decided to get into Austria. The roads down were very good and the nearer we got to Austria they got more picturesque. We stopped at Innsbruck as this as the first 'big place' over the border. This was such a nice place we decided to stay 2 days here; firstly because it was a lovely place with the temperature in the 90's, but also because it was surrounded by a few Alpine passes and this was one of the reasons we were down there.

Day 4

The second day of the passes was much easier as we had left the entire luggage in the hotel so the bikes were lighter. It was very surprising how many countries were within a short distance of each other and before we knew where we were we were in Italy so we had to stop for lunch there – pasta of course. We then headed to the Stenna pass leaving from Italy and finishing in Austria. At the bottom of the pass there was a strange traffic light system with the explanations written in Italian – no good for us so after 5 minutes we decided to go anyway. The road was narrow and twisty and then the reason for the traffic lights hit us – just as much as the traffic heading in the opposite direction. Arms and legs everywhere and no where to go; swearing is the same in any language.

Day 5

We decided to move on from Austria and to do more passes while heading to the next place of stay. We went from Austria to Italy to Switzerland and back into Italy with some fantastic passes and scenery on the way. We finally stopped at tea time in Italy in a town; I don't have a clue what it was called but a very nice looking place though. Finished off the day with a few beers and pasta again. We were also finding that because we were checking in late we were getting discounted rates at the hotels.

Day 6

We never travelled far this day as we were using it as a day to get nearer to Mt Blanc, this was just as well as it was raining hard this day – first rain we had seen. We planned to stay in a place that looked good on the map but once there it was not the kind of place to stop off at. So we went back approx 10 miles to a nice looking hotel we had passed. On route to this we passed a building with a balcony on the front and a 'lady of the night' on the balcony with what looked like her mother next to her – as I said not the kind of place to stay at. The Italian drivers are amongst the worse I have come across, however there is a universal sign language that even in different countries they can understand what you mean.

Day 7

Headed for the Mt Blanc tunnel today, no rain. I had been advised not to go through the tunnel as it can smell a bit, however after travelling all this way I had to go through it. The ventilation was working fine and I never noticed anything too bad. The sign at the start of the tunnel says it is 11.9 km long. We stopped for the night across the French border at a town called Chamonix, very nice place – need to start looking for the gifts to take home.

Day 8

This was a 300 mile drive in the rain up to Nancy. Tried to get here to make the next day less. This was all motorway driving and was pretty boring. I was a

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bit annoyed at having to pay tolls on roads that were then down to one lane for road works.

Day 9

Left Nancy and made our way to Zeebrouge via Luxembourg. Thankfully the weather stayed good for this. We managed to get a hotel in the town centre, a wee bit like faulty towers but with a late check out this suited very well.

Day 10

Homeward bound to the ferry.

Overall the trip was very good having going through countries I may never have got to. Of them all I would go back to Austria – that was my favourite. 2200 miles, 10 countries, 10 days.

The only issue was on the ferry coming home; with 17 hours sailing ahead I decided to have a few beers, and then thought I could do Cossack dancing with people that could not even speak English. Fell on my butt and hurt my foot to the point I had to go to hospital to check out for broken bones – never learn.

As said at the start it would have been easier to pull out the trip however from a personal point of view I wanted to do this and not have it all planned out. It worked.

Next year - we are already talking about this now.

POOR CIRCULATION

If you're keen on reading about bike journeys and biker's experiences in other countries, I can recommend and excellent blog being written by one of the guys in 'Poor Circulation'

www.poor-circulation.net <http://www.poor-circulation.net/>

These are two guys going around the world on Triumph Tigers (OK, so I'm biased here!), on £20 per day and Geoff Thomas, who was a London bike courier, is writing the main blog. Alan Kelly, his buddy is writing his own blog, but it isn't updated as frequently.

They're doing a similar route to Ewan and Charlie, but without any of the support vehicles, satellite phones, cameramen, and a world-wide TV audience. They're doing it mainly for the experience, but also to raise some money for their personal charities.

They're in Irkutsk in Siberia at the moment, and I can guarantee you'll find reading about their experiences and the characters they meet really enjoyable. Invariably, they've met people that have been an immense help wherever they've been (apart from certain Russian police officers!!) and it just shows how much 'kindred spirit' there is around the world.

If you do enjoy it, why not donate a pound or two to their charities to help them along a bit.

Ride safe!

Ken Glendinning

RIDEOUT INFORMATION

I'm doing my best not to sound condescending here, so if it does, I apologise in advance: Rideouts are intended solely for the enjoyment of all participants. We definitely do not want to have any member put off by feelings of pressure or intimidation. We understand that our membership comprises a very wide range of skills and experience, and we will do all we can to ensure that each rideout is an enjoyable experience for all participants irrespective of their riding background. You should never feel that you are holding anyone else up, if you lose sight of the bike in front, you will not get lost, as the drop-off system we use will ensure that the next junction is marked.

If you'd prefer to stay at the back of the group, let your leader and TEC know and this can be accommodated, no problem. If you'd like the bike behind to overtake, wave it past when safe to do so. Riding is a never ending education, let's get out there and increase our skills and experience in the best way possible.

John Moss

Z BIKES

Do you have any incidents from the steep learning curve of your formative motorcycling years that you'd rather forget? Embarrassing mistakes, technical faux pas, true confessions? Well, why not write them up, anonymously if you like, and send them in for the amusement of the readership. Here's my starter for ten…

On the 12th of May 1981, I took ownership of a shiny, new Kawasaki Z650. It was my pride and joy and probably the best looking bike I've ever owned. The tank was deep metallic blue, the engine black with polished alloy highlights. No body work, of course, just a stylish 'duck tail' at the rear. Soon, I fitted a popular fairing of the time – a Rickman Centura. It was a slightly sporty number with ace bars included in the package.

At the time, Linda and I were instructors on the RAC/ACU Motorcycle Training Scheme run by Central Scotland Police. It later became the CRMTS (Central Region Motorcycle Training Scheme). Perhaps some of you may remember it. The CRMTS scene was a very social one – rather like being a

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member of the Scottish Motorcycle Club, only with far fewer tea breaks.

In those days Stirling boasted a Kawasaki dealership so it was inevitable that many of the instructors bought bikes there. We must have had most of the Kawasaki range covered with Z400s, a Z500, two GT750s, a GT550 and my Z650.

I used the Z650 for the daily commute from Stirling to Glasgow. One July, an unusually dry period was followed by a downpour of biblical proportions. Setting off for work I was horrified to discover that each time I tried to accelerate, the power died immediately causing the bike to slow abruptly. Not nice on the M73. I mentally ran through the checklist of what might be wrong. Spark plugs getting wet, water in the fuel, impending mechanical disaster etc, etc. It was only when I finally reached Glasgow that I realised that a combination of rain, the strong throttle return springs on the slide carbs and, most importantly, the oily wax cotton over-mitts I'd bought a couple of weeks previously had all conspired to make the smooth throttle grip slip back through my fingers. Doh!

Time went by and I started to detect a slight increase in the noise from the twin exhaust pipes. Kawasaki pipes tended to disintegrate pretty quickly in those days. Even though the bike was still under warranty, I decided to try a DIY fix. I took some empty beer cans, cut them open and flattened them out to end up with some lethally sharp, very thin sheets of metal. I formed them into end caps, punched some holes in them and fixed them over the end of the exhausts, tying them on with wire, a real classy job. Then came the moment of truth – I pressed the starter button.

Imagine the noise of a galvanised bucket full of nuts and bolts being thrown down a moving escalator. The noise was deafening as the thin metal vibrated and rattled with every pulse from the exhaust. Concerned parents rushed their children indoors; the cat next door never quite recovered.

I should have quit and just taken it in to the dealers but then I read an article in which it was claimed that coating the inside of exhaust pipes with old engine oil would prevent further deterioration of the internals. This sounded ideal so I took the pipes off, bunged up the ends and poured in some old 10W/40. I let the excess drain out then re-assembled everything.

I set off on a short test ride. Everything was fine as I passed through Cambusbarron then took the back road out to the A811. At the precise moment when I turned onto the main road the engine and exhaust reached full operating temperature and thick, black, oily smoke started to belch from both pipes. Hoping the oil would burn off quickly I opened the bike up a bit and sped west. Soon, the view in my mirrors was completely obscured by the dense, dark cloud behind. The effect was not unlike a total solar eclipse. I started to notice the panic stricken expressions of approaching motorists, understandably terrified about plunging into the alarming, inky darkness. The burning oil just wouldn't stop. On past Kippen we went, literally on a guilt trip, through Arnprior and Buchlyvie laying down smoke like a destroyer on D-Day. May I sincerely apologise to all the residents of these quiet and attractive villages for any respiratory illnesses which might still plague them after all these years.

Finally, to my everlasting relief, the smoke dwindled and eventually stopped somewhere near Ballat Toll. Looking back eastwards the rolling black fog drifted thickly across the fields, dissipating very, very slowly.

I booked the Z650 into the dealers the following day.

Steve MacKinnon

ABERDEEN RALLY

Don't know if you would be interested, but the Aberdeen Cruiser Club is having a rally at Towie, Glenkindie, Aberdeenshire on 25th - 27th July 2008. "Neaneoyerpish (by the way)"

we'd really appreciate it if you would let your members (and anyone else that might show an interest) know about it.

It's a great venue - brilliant hall and campsite and looks like it's shaping up to be a great one - we'd love to see you all there!

For more details contavt Maggie Miller on 07986246170

SPECIAL FOR RIDERS

This short article contains very important information for ***all*** motorcycle riders, including VFR riders, Kawasaki riders and Harley-Davidson riders; but especially BMW riders and even more especially GS riders – that should cover everyone, I think. However, a few words of warning. Those of a nervous disposition or sensitive nature should not continue because there will be some very rude bits. Still with me?

I couldn't type out the script for you – the Editor would ban it anyway. So you'll just have to watch the video yourself by clicking on :

http://uk.youtube.com/watch?v=ukAhlxl4hmM

(or typing the link into your browser).

I have watched this video quite a few times and had a lot of laughs! Hope you do too.

Arthur Shepherd

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BRAEMAR & BRECHIN – 2 AUGUST

I am redoing this run with a few revisions after a successful introduction last year when it was long at 235 miles on the route, and 305 total for me home to home. Last year we finished at Kinross at 5:45 so I'm using an earlier start (9:15 for 9:30), and varying the early route (Start @ Kinross services on the M90 not Stirling on M9). I still expect it to need efficient stops and some progressive riding.

The scenery in Royal Deeside is magic and the roads good, and the stops will be worth the ride on their own, I hope. John Moss will distribute details nearer the time via email. I intend to put the route up on the new website too.

Put it in the diary, now!

Steve Middleton

KNOCKHILL TRACK EVENING 29 JUNE

Most will have had the invitation to join Gary Wain at Knockhill on Monday 29th for a thrash around the circuit on a Track Evening. I tried to join up, but was too late and only got onto the Reserve list. However, my son-in-law Paul was signed up so I resolved to go anyway, and see if being there changed my status to "You're on".



Tootling round the carpark looking for the participants I found Gary fettling his Triumph Daytona 600, a space beside him, and next to that Paul's bike – coincidence, eh? Gary briefed me on the normal arrangements, and then Paul and my daughter Laura arrived so introductions were made.



I didn't get on track, but Laura's car played host to the bags and spare kit of all four of us, and she and I spent the session spectating and taking pictures and video. Here are a few of the best pix – Gary on his red Daytona, Paul on the black/silver/gold Thundercat, and the winner of the "Biggest Lean" award of the night on a tweaked R1 (in the "Novice" group!!).



Steve Middleton

BMF KELSO SHOW 12 & 13 JULY

The Club will again have its stand at the Kelso Show. I've set it up but others will be operating the site since I'll be away that weekend.

Would you like to help? If you are prepared to commit to a half day attending the stand – not an onerous task at all with our members and visitors to talk to, and snacks to eat – then we should be able to give you free entry with one of the Exhibitor's Passes we get with the booking. Several members will be camping in the area immediately behind the Club stand starting Friday night.

Come to the Club meeting on Wednesday 9th July and talk to the crew going, particularly John Moss, or email events@scottshmotorcycleclub.org.uk to make arrangements.



If you arrive early your bike can be put on the stand – last year Les's brand new Bandit 1250 had people coming from all over to talk about it. The Deauville demonstrator loaned to Arthur by Two Wheels drew many admirers, and the other six or so models showed the range of bikes we have in the Club – a positive point about what we offer to members. We can also ride in the Club Cavalcade and get a bit of publicity.

Details of the whole event should be on the BMF website at www.bmf.co.uk

Steve Middleton

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Scottish Motorcycle Club

SCOTTISH MOTORCYCLE CLUB

MINUTES OF COMMITTEE MEETING HELD 3RD JUNE 2008

Present: Janet Moss, John Moss, Steve MacKinnon, David Jerome, Paul Broughton, Judy Broad.
Apologies: Arthur Shepherd, Bob Crawley, Paul Heuvelmans, Steve Middleton, Norrie Millar.
Minutes of May's Committee Meeting: Accepted, proposed by John M, seconded by Steve Mac.
Matter's arising: none.
Secretary's Report: 64 paid up members. 9 new including 3 lapsed members. John has sent an email to Brian Cotter, still awaiting reply. David to draft a letter to send out to 18 people who have not renewed from last year. Some discussion about changing to BMF Regional section as opposed to being National. Will discuss this again at the beginning of next year when renewal due. John to do a note in Bikebytes about not feeling pressured during a rideout/invite overtaking/make known to leader/ask for organising of short Runs.
Treasurer's Report: Balance around £894. £70 to be paid for web renewal. £199.75 to be paid for Kelso. Some money to come from merchandise.

EVENTS
Past: 11th May – 10 Loch's – 16 bikes.
17th May – Treasure Hunt – 10 bikes. Well organised and attended. Good change from normal rideout.
25th May – Kinlochleven – 10+ bikes.
Future: Thursday 5th June – Posh Chip Shop Run – Paul Broughton to lead.
Saturday 7th June – Susan and Una's Cream Bun Run.
Sunday 15th June – Paul Broughton's run over the Ochils and Campsies. Meet at Dobies Garden Centre, Stirling.
Sunday 29th June – Bob Kibble's East Lothian Run. Meet Sainsburys car park, Straiton, 9.45 for 10am departure.
Kelso – Paul B to speak to Stirling Uni re A1 size poster to advertise Club. Janet will take a car on the Saturday with what needs taking, but someone is needed to have a car at the Show on Sunday to bring stuff back. David - Saturday and possibly Sunday, Steve Mac – Saturday and Sunday, Paul B and Ken Russell – Friday to Sunday, Janet/John – Saturday, Judy – Saturday or Sunday. Ask for volunteers at next Club night.
Castle Challenge – discuss when Steve Midd present, possibly leave until website better.

Website: Paul H not present. He has made a plan and will update Committee this week (!), still aiming for middle of July. Paul B texted Paul H to change membership prices on website and take Bob Crawley off the Committee email.

Logo, Branding and Business cards: Agreed new Bikebytes header and SMC logo:

BikeBytes

The Monthly Magazine Of The Scottish Motorcycle Club

As the original designs, which were done by Arthur when the Club was founded in 2000, were of such high quality, there have only been slight changes made to the colour and font. Paul B has priced up business cards which would cost about £45 for 400. John to look into design of card and email committee for comments. David to look into getting new stickers.
Bikebytes: Lots of articles/photos wanted.
Theme for next Club night: Kelso – manpower/publicity/photos
Date of next Committee meeting: Tuesday 1st July 7.30 pm David Jerome's house.
AOB: Bob Crawley has resigned from the Committee as he is unable to attend any meetings. It was

Scottish Motorcycle Club

decided to ask for a volunteer at the next Club night. Steve Mac is to send out a membership list of names/addresses/phone numbers etc to all committee members.

Janet Moss

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SCOTTISH MOTORCYCLE CLUB
BORDERS WEEKEND 27TH/28TH SEPTEMBER 2008

The Plan (so far!)
Bob Crawley will be leading the weekend around the Borders area. More details are to follow but be assured that this will be an excellent trip taking in the best roads the Borders have on offer!

The Accommodation
Fourteen rooms (7 twin and 7 double) have been booked at The Clonyard House Hotel, near Dalbeattie. The price is £30 per person bed and breakfast, with dinner extra. If one person takes a double/twin room then the cost will be £35. Visit the hotel's website www.clonyardhotel.co.uk for more info.

If you are interested, fill in the booking form below and return it to me as soon as possible with a £10 per person deposit. Please make cheques payable to Scottish Motorcycle Club.

The Booking Form

NAME(S) _____

BIKE(S) _____

E-MAIL ADDRESS _____

PHONE NUMBER _____

NO. OF ROOMS REQUIRED **DOUBLE** _____

TWIN _____

ARE YOU PREPARED TO SHARE? _____

I ENCLOSE CHEQUE FOR £_____ PAYABLE TO SCOTTISH MOTORCYCLE CLUB.

SIGNED _____ **DATE** _____

SEND FORM AND CHEQUE TO: JANET MOSS, 38 LOVELLS GLEN, LINLITHGOW, EH49 7TD, AS SOON AS POSSIBLE.

ANY QUERIES YOU CAN MAIL ME AT meetings@scottishmotorcycleclub.org.uk

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