

Shetland Classic Motorcycle Club Newsletter

March 2017



**** Chairman's Chat ****

Spring is nearly upon us, and our riding season is now only a matter of a few weeks away. Hopefully you will be in the final stages of preparing your bike. There have been a number of changes to our club committee as a result of the recent AGM, and I thought a brief update was appropriate. After 13 years, Joe has finally decided to stand down as chairman of our club. Joe's leadership will be greatly missed as he has carefully nurtured the club to what it is today. He has increased its membership and brought more people out on our runs in his inimitable style. I am sure we all give our thanks to Joe for all his hard work.

At the AGM, the Chairman's role was passed to me, and I will do my best to keep everything pointed in a sensible direction. I should also mention the excellent turnout for the AGM, thanks to all who attended. I think we will need to book a few more seats for next year. As a result of the shuffle at the top there were some other changes to the committee: Annette is now Secretary, Dean has taken on the Treasurer's job, Frank is responsible for the Membership Secretary's role, Joe and Colin Nicholson are now committee members. The remainder of the committee remains unchanged.

We have had a busy winter club night season, and thanks go to all involved in making this programme a success. The club nights included: Boats and Bottles demo by Norman Jamieson, Gordon on Spain by KTM, Frank's workshop visit with mince pies and mulled wine, the social night with brochures, and Birgit gave a talk on her trip to Namibia. It's been a varied and interesting programme.

The committee recently met and has set this year's summer runs programme. You can find the details of these a few pages further on, best mark the dates on your calendar now, in case you forget and miss one. Remember there is a trophy for the most runs completed and might be good to give a bit of competition to this year's winner. It is encouraging to see new faces and bikes out on our classic runs, I have been particularly pleased to see more of the classic Japanese bikes appear. I am sure there are a lot more of these tucked away in sheds that would only need a light touch to get them back on the road. Please encourage anyone you know that would like to come out on our runs and, if they would like to join, point them towards Frank or the website where they can find membership forms.

One of the items mentioned at our recent meeting was the speed of the bikes on the runs. We always try and check that we are going at a suitable cruising speed for your bike, so, if you have something that you would like to bring on a club run, but have been holding back, bring it, mention to the leader your favoured cruising speed, and tuck in behind them to allow them to see you and moderate their speed to yours. Now having said that, I must make a start on the BSA Beagle that I acquired from Geordie, that will slow things down! I do hope you will be tempted to join us this year.

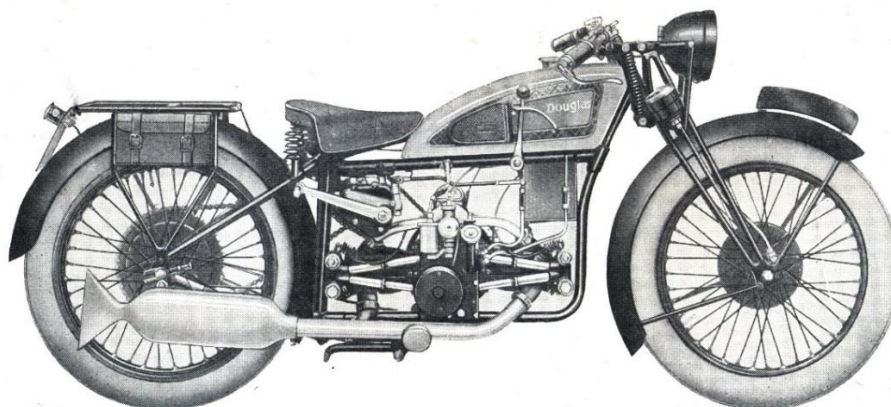
The Classic Show committee has also seen a number of changes and by the time you read this they should be making good progress to modernise and safeguard our show for future years. See you on the first run of the year.

Gordon

*** Rare Bikes In Shetland No 28 ***

Douglas

A twin is best and
Douglas is the best twin.



K.32 - 350 c.c. O.H.V. TOURING, M.32 - 500 c.c. O.H.V. TOURING,

Price £44. 10. 0.

Price £45. 10. 0.

Douglas B.T.H. separate unit car type Electric Lighting System £5 10 0

18

The first thing you might notice about this one is that it's not an actual bike, but a page from a maker's catalogue, and sadly it is one that got away. We all have stories about bikes we wished we bought, or ones that we parted company with and regretted it sometime later. Believe me, I have a few that come to mind, but this is perhaps the rarest!

As you've probably gathered by now, it's a Douglas flat twin from the early 1930s, but look closer and you will see that this is not the more common side valve model of the range, of which many are known to survive, but the much rarer OHV one, available as either a 350 or a 500. Note how the gearbox is mounted high under the seat to accommodate the extra length of the OHV engine.

The one I had was the 350 model, which was produced for one year only in 1932 and had the registration number AGW 112.

I was about 14 at the time and had made my first trip to Browster on the pillion of a 350 Ariel belonging to a doctor from Edinburgh, who was doing his training in the Gilbert Bain Hospital. It was a revelation to see all the old bikes and bits that Jeemie had in his sheds at Walls. There, looking very forlorn against the back wall, was the old Douglas and it was love at first sight. On return, I told my father and, after some persistent wearing down, eventually persuaded him to borrow a car from his brother and go and see if we could get the Douglas.

When we arrived we were advised by Jeemie's aunt that he was up Jeemie Law's burn at da troots! Nothing daunted, and not to be put off, I took directions and headed up da burn. I eventually came on him and he was delighted to come back and see my dad as they had known each other for many years. While they reminisced, my friend Hughie Williamson, who had come with us, and I ran around the green on a 1920s Hobart two stroke that Jeemie had hurled out for our amusement. That bike, PS 507, is still to the fore and belongs to Angus Robertson in Walls.

Well, a deal was done and the Douglas was mine for the princely sum of £3.00. It duly arrived in Lerwick with the Nort o' Scotland truck and dismantling began almost immediately. No digital cameras then, in fact we didn't even have a camera, to record all the details before stripping as is common nowadays. I recall experiencing difficulty undoing one of the back wheel nuts with the few open ended spanners at my disposal. I borrowed a nice ring spanner from a nearby engineering establishment and with the help of a handy bit of scaffolding pole succeeded in removing the nut. Well, it came off but I'm afraid it was by that time devoid of threads. Yes, you guessed it, I had

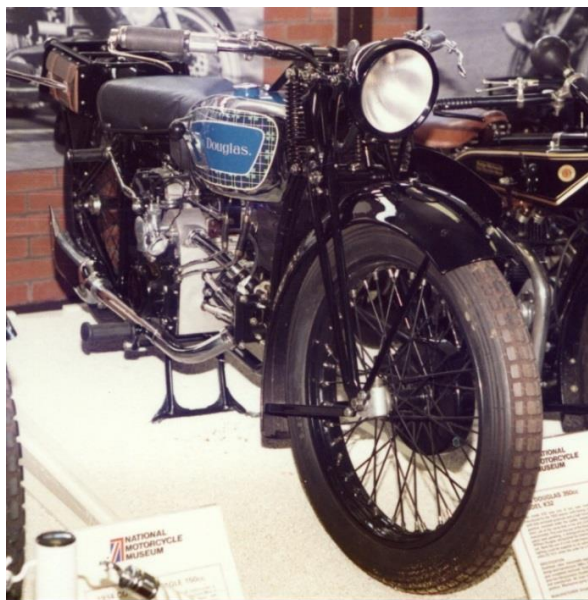
discovered there was such a thing as a left hand thread! Over the ensuing months I cleaned all the metal work back to the bare and applied a coat of, the then popular, red oxide anti-rust paint. When it was all done, I went along Jack Williamson to “acquire” some coach finish black gloss, only to be told in no uncertain manner that I would have to clean off all the red oxide and use a good quality grey undercoat before the black gloss finish. So eventually, with that done and in the loft of our council house in Russell Crescent, all the metal bits were duly painted a gleaming black.

Along with this, I had been cleaning up all the engine bits and that’s where the problems really were, the split rocker bushes were badly worn as were the valve guides. The alloy carburettor body was broken as was the alloy back plate of the BTH, pancake type, dynamo. I did manage to acquire a replacement dynamo locally, but I couldn’t find a carburettor. You have to remember, this was before the internet, eBay and a plethora of magazines such as Old Bike Mart to browse monthly or advertise in to find elusive parts of a relatively rare motorcycle.

So I’m afraid there was to be no happy ending to this story. With time fast approaching my sixteenth birthday, when at long last I would be, as they say now, road legal, I gave up on the old Duggie and did up a nice 1937 OK Supreme with a potent little 250cc OHV Jap engine.

What came of the Douglas? Well, some years later I gave it away for nothing to a school friend. He eventually dumped it, but I did hear that some other keen lads rescued the engine and, with the aid of a battery, coil and Austin Seven distributor, actually had it running!

It wasn’t till many years later that I realised just how rare this particular bike was, with only one of the same appearing in the VMCC register. There is however one in the National Motorcycle Museum at Birmingham and below is a photo of that one I took on my first visit there in the 1980s.



The remaining 350 Douglas with OHV in the Birmingham Motor Museum

I’m sure you will agree she is a real beauty and, sadly as they say, “we can all be wise with hindsight”!

Joe Gray

*** Something Fishy Going on Here ***

You can't fault our club for lack of variety and ingenuity!

In this newsletter edition you will find a tantalising list of summer runs to coax you out on the road with your trusty steed to visit faraway places that you probably never even knew existed!

Our winter club night programme also always includes a few gems, but I think we excelled ourselves this past year, when Norman Jamieson kept us enthralled with the techniques required to place small model boats in bottles.



Boat bottling at the Lerwick Angling Club

The idea came from Gibbie Fraser, who, it must be said, has come up with a few good suggestions for runs and club nights in the past. I'm pretty sure there is not another Classic Bike Club, the length and breadth of Britain, that has been treated to such an interesting demonstration of the seaman's art of "bottling boats".

Norman is an old whaling buddy of Gibbie's and was delighted to come and reveal the secrets of his art. The fact that I remember him running around Lerwick on a nice shiny black Royal Enfield in the 1950s may have encouraged him!

Thanks again Norman.

Joe

*** Membership Renewal Reminder ***

Don't forget to renew your membership for 2017, if you haven't already done so. You can download a membership renewal form from the website [here](#), or get in touch with Frank Johnson on 01595 695177 or frank@simmerdim.co.uk and ask him to send you one.

*** SCMCC Newsletter ***

We are keen to receive newsletter contributions from everyone. If you've seen or experienced anything interesting and maybe taken some photos - do share!

Send texts, photos, for sale ads, etc. to birgit.wagner@shetland.co.uk or post to Sungaets, Nesbister, Whiteness, ZE2 9LJ if you don't have an electronic version.

*** Disability Shetland ***

As the SCMCC is a relatively wealthy club, and other organisations in Shetland are less so, the committee decided that we would make a donation of £500 to Disability Shetland. You may be aware of the recent financial difficulties this charity is experiencing and of the lengths Sandy Peterson is going to to raise funds and awareness. Joe Gray recently handed a cheque to Sandy and below is the letter of thanks we received from Joyce Henderson.



*** Runs Trophy Winner 2016 ***



Lewie Tulloch receiving the runs trophy from outgoing chairman, Joe Gray

Yes he's gone and done it again, Lewie gets his name on the trophy for the third consecutive year!

I was pleased that, as retiring chairman, I again had the pleasure of presenting the trophy to one of the few, if not the only, everyday bikers in our club. Lewie took part in all but one of the sixteen scheduled summer runs to give him a one-run lead over runners up, Gordon, Russell and myself. This was just as well as, if we keep having two or three names on the trophy each year, we'll be running out of inscription space!

Seriously, it was a good effort and well done Lewie.

So come on fellow members get out on the runs this summer and see if you can win the coveted trophy!

Joe

*** Bob's Gambian Gallivant ***

In December 2015, club member Bob McGeady took part in a motorcycle tour of The Gambia, in West Africa, organised by Riders for Health. This is an international non-profit organisation providing health care to rural African villages using motorcycles and motorcycle ambulances. The tour was part of an effort to raise funds for the organisation and Bob kept a blog on his adventure. Unfortunately, the website with his blog is no longer active, but he has kindly provided us with a transcript which is well worth a read. As it is a bit too long for a newsletter, I have put it on our website in the "Newsletters" section, where you can download it for your perusal ([click here](#)).



*** Cancer Charities Motorcycle Parade ***

Continuing on the theme of charities, Lewie Tulloch's brother Robbie is organising a motorcycle parade as a fundraising event for cancer charities. The date has been set for 6th August. We have included this in the summer runs programme and it would be fine to have a good turnout of classic bikes.

Below is the preliminary information that Robbie has sent us and more details will be announced nearer the time.

After giving a lot of thought to trying to arrange some form of a fundraiser for cancer charities and wanting to do something involving motorcycling, I remembered about a stunt display and parade led by legendary stunt rider, the late Dave Taylor, back in the early 80s.

After discussing it with my brother Lewie, we have come up with the idea of holding a parade of bikes comprising as many and as large a variety of types of bikes as we possibly can, hopefully exceeding 100. Our idea is to raise the profile of all types of motorcycling in Shetland and to provide information to the public.

I have spoken to Lerwick Port Authority regarding the use of Victoria Pier for an assembly point and also to return to following the parade. It is available for the planned date of 6th August, subject to written confirmation.

The actual parade could involve going out the South Road, around the back of the hill and in the North Road, then spending some time on the pier to allow the public to view the bikes and speak to the owners.

If we get support to go ahead with the parade, our idea would be to approach some local businesses for sponsorship to cover any expenses, advertising, etc.

The plan for fundraising would be to get all the riders taking part to gather donations for whichever cancer charities it is decided to support.

This is just our basic idea at this stage and is open to suggestions/changes to shape the final parade.

Robbie Tulloch

*** SCMCC Website ***

Hopefully by now you've all had a look around the new club website. I am still working (when I have time) to keep it up-to-date, fill it with more content and to get it up the rankings on Google, so that people will find it.

One of the so far empty sections that I would like to fill with your help is the "Members' bikes" photo gallery. For this, I would need photos of your bikes - either by themselves or with the proud owner in the photo too. As there are data protection issues with these things, we would not publish any owners' names and, if required, can blank out registration numbers. So, if you can take or find a picture, please send it to me, along with some basic information as to type and year of the bike. I can use digital photos or printed ones (which I will scan and return).

Many thanks in advance!

Birgit

**** Black Ariels to the Outer Hebrides ****

After bringing the 1928 Black Ariel side valve, one of the bikes left to the club as part of the "Browster Collection", back to life, Dean Mitchell has taken her on an epic 900 mile trip around the West Coast of Scotland and the Outer Hebrides. This is his ride report.

We all have dreams or bucket list of things we would like to do - one of my own was to ride an old motorcycle up the West coast of Scotland, especially an Ariel. I was offered the chance last year by my good friend Peter Barclay who is a member of the Ariel Owners Club. He was organising a ride out to the Outer Hebrides on Black Ariels, which were produced from 1926 to 1930. He knew I had access to a 1928 Model A 550cc side valve, known to all in Shetland as "Brouster" and invited me to join him on his Model B 1928, 500cc OHV, also Peter Kemp, Ariel single spares specialist for the club, on a 1927 Model E, 500 OHV, Gary Baker on a 1930 Model F, 500cc OHV and finally Lester Grant, chairman of the Ariel Owners Club on a 1955, KH 500cc twin as he has been having some back problems and thought some rear suspension would come in handy where we were going.

My chance to go on this trip came by misfortune and at very short notice, as I was paid off from my job on Friday, 17th June. Previously, I was not sure if I could have the time off, and I was also unsure whether myself or the bike (Brouster) would be fit to do it although my wife Birgit said that I should go for it. I said what about all the ferries and accommodation? Peter sent an email with all ferries and accommodation he had booked long ago for the four of them and by the time I came home from work on Monday evening, Birgit had booked everything for me too. The plan was to meet at the Ardrossan ferry terminal on 24th June and cross to Arran. I set off on the ferry on the evening of the 21st to ride down on the 22nd. On board I was joined Gordon and Liz Stark who were setting off on their own adventure to Spain on Gordon's KTM. I was to meet up with Peter Barclay at his home in Corstorphine on the outskirts of Edinburgh, which took 4.5 hours riding time at about 35mph to cover a distance of 122 miles. The journey did not start well as I had to push Brouster off the ferry, wondering again if this was a good idea, but after a quick change of plug we were on our way. I took the coast road down to Dundee, joining it from Stonehaven with a yummy big burger for breakfast at McDonald's in Arbroath. I fuelled up at Asda, crossed the Tay bridge at Dundee, then continued through Fife onto the M9 and over the Forth Road Bridge, going so slow I was able to have a good look at the new one being built, due for opening early 2017. Lunch was in South Queensferry in a bikers cafe, then it was just a case of taking a back road to Peter's for five miles, no problems at all. Pete Kemp had driven up from Kent with his van on the 22nd with his bike in the back and we three set off on Friday 24th June to meet up with Gary, who had ridden from Tewkesbury, and Lester at Ardrossan.



The Forth road bridges from South Queensferry



On the Lochranza Ferry

During Thursday I took the opportunity to fettle Brouster's clutch as it was dragging a little. It turned out the plain plates were not separating as they should, so I cleaned them up with a file and smoothed the clutch centre basket - no more dragging. Brouster was also running rich so I dropped the needle a bit which turned out to be a bad decision on the run up to Ardrossan. Brouster was now running too weak and decided to get all hot and bothered and stopped running. Never mind, after cooling off a bit and raising the needle and opening the mixture a bit, we were off again. Fuel consumption turned out to be horrendous, 50 miles to the gallon, I might as well have been riding a V8! I had had the foresight to take a gallon drum with me for spare fuel and it got used regularly - true adventure riding. Oil was also something I had not thought I would use much of on the trip, but ended up using 4 litres. Most of it came out of a pipe inside the primary chain case to lubricate the drive chains - not much fear of rust taking hold.

We arrived at Ardrossan about 1.30 pm, in the hope that we would be able to catch the 3.00 pm ferry, but there was no room, so we had to wait until 6.00 pm. We arrived at Brodick on Arran about 7.00 pm and headed to the hostel at Lochranza. I have never used hostels before and this one was quite new, bedding provided and for a fiver you could have a continental breakfast. That night, we rushed up to the Lochranza hotel for our evening meal and a beverage. The next day we set off anti-clockwise around Arran. After about an hour, Pete Kemp spied a nice cafe with great homemade sponges and cakes. Pete can't resist a good cake. While sitting outside, we watched lots of cyclists going by and some stopped at a refreshment stall alongside the café. It was an ironman competition, they had already swam two miles, now they were cycling two circuits of the island, a total of 114 miles, followed by a 26 mile run. I think we should get an award for riding an old Black Ariel around Arran, the roads are terrible, extremely bumpy and at one point Brouster's headlight jumped out of its mountings. Arran is a beautiful place with plenty to see. That weekend, the distillery was holding an open day, and there was a local motorcycle show. I had to stay elsewhere that night as there was no room for me at the hostel. I was booked in about two miles further north at the Catacol hotel where I had a nice meal and a beer, followed by a bit of fettling on Brouster as it would be a 6.45 am start to get the ferry from Lochranza to Claonaig on the Mull of Kintyre the next morning.

We arrived in Claonaig at 9.30 am and had to be in Oban no later than 12.50 pm to check in for the ferry over to Barra. This was about a ninety mile ride, which was going to be touch and go for me and Brouster. As it was, we arrived there about midday in the rain. After checking in, I met a man I know who works for Historic Scotland in Shetland. He was heading over to Barra to do an abseiling job on Kisimul castle, the seat of clan MacNeil in Castlebay. It is a four hour trip out to Barra from Oban, so we thought we would try a local beverage. Alas, it was not to be: three times we had the beer changed, but it was off, so we all ended up on Guinness. On arriving on Barra, Gary suggested going for a run around the isle, 14 miles, so off we went except Pete Kemp. The hostel in Castlebay was old, but again provided bedding, kitchen facilities and hot beverages. We headed out that night (Sunday) in the hope of hearing some live music, especially the Vatersay Boys, so first stop the Castlebay Hotel. Sadly, it was deserted with the previous week having been a music week. Disappointed, we went for another pint in the Craigard Hotel - just as well, as it was alive with people and music: bagpipes, fiddles, accordions, guitars and singers. Wild West best describes the night that was held by some.

Next morning we got up early and set off after a muesli bar for breakfast to catch the ferry from Barra to Eriskay. This is where the wreck of the S.S. Cabinet Minister (S.S. Politician) of Whisky Galore fame ran aground. We stopped for breakfast in a new cafe, the only drawback for me was that it would be touch and go for time to catch the ferry over to Harris. We had 65 miles to ride, up through South Uist, Benbecula and North Uist and two hours to do it in and I made it just in time. The ferry over to Harris is in the middle of nowhere and I was panicking a little about the time as the road seemed to go on forever and I was not sure if I was even going the right way.

On arrival at Leverburgh we all fuelled up as our stop for the night had no fuel. We were to be staying at Drinishader and to get there had to go up the Golden Road, called so by the locals of the time as a reference to the cost of its construction. It is a truly stunning ride and we were fortunate to have good weather to enjoy the views. This is a road not to be rushed. Lunch that afternoon was in a small hall run by the local ladies - good fun and good food. One landmark that was visible from the Golden Road is the bridge over to Scalpay. It spans 171 m and is an impressive sight. What maybe could have been for Bressay. Our accommodation for the next two nights was a well-appointed hostel where I had a dorm to myself. On arrival the young lass, owner of the hostel, took a couple of us into Tarbert so we could get some supplies for the makings of an evening meal. Thanks to Peter Barclay we had a rare feed of mince and tatties followed by dessert. The next day we headed into Tarbert about 4 miles from Drinishader for sustenance in a nice wee cafe, followed by a walk around. There is now a new micro distillery in Tarbert, and the Harris Tweed shop has had new premises built. For the afternoon we headed out to the north west of Harris to Huisinis on a 15 mile single track road with stunning scenery but the weather broke on us out there and it got quite wet and windy. For the evening meal we decided just to ride back to the Tarbert Hotel.



On the Huisinis Road, Harris



At Tarbert Ferry Terminal

The next day was a challenge first thing for Brouster - a steep ascent out of Tarbert, down to first gear at one point, but easy going, once on the top. There are some really nice well-made roads on Harris. The plan was to stop at the Callanish stones and two out of us five did, but the speedy ones never saw them, which is beyond me as you can't miss them on the top of the hill, plus they are sign-posted. Peter Barclay and myself went for a wander around and had lunch in the visitor centre. The other three lunched at a hotel further up the road. Our night stop was just outside Stornoway, a bunk house on a caravan / campsite, well within walking distance of the town centre. Chinese was the chosen cuisine for the evening meal, not before an aperitif in the An Lanntair, Stornoway's version of Mareel, a centre for arts.

The following day we were up very early for the short ride to the ferry terminal where our ferry left at 8.00 am. In the queue I got speaking to a lady on a red Yamaha 600 and it turned out her son had bought the bike for her while working as a helicopter pilot in Shetland. The ferry took us over to Ullapool from where we were to continue to our overnight stop in the wigwams at Applecross. After fuelling up in Ullapool, the instructions were to stop in Gairloch for lunch, at a nice quaint café / bookshop. It was then decided to stop for ice cream and coffee at Shildaig before finally reaching Applecross. Peter B. and myself arrived there together, so went for a celebratory pint in the inn. On coming out, Brouster had left a calling card in the form of a puddle of oil. That night we went to the Walled Garden for our evening meal, which was a bit of a walk but well worth it, as we saw some deer and a stag. Good food, ambience and good company. It turns out that there is a hostel there too.



Black Ariel line-up at Lochcarron

This was the second-last day of the trip. I could not get the fuel card machine to work, so had to take a chance. I had enough fuel to get up over the Bealach na Ba and into Lochcarron for breakfast (thanks must go to Lester as he paid for it). The plan was to stop on the top for a group photo but there seemed to be a misunderstanding as to where the top was. Gary and Pete Kemp did not stop beside me and Peter at the lay-by on the top. Brouster did well to get up but was not too good to get going again - never mind it would be downhill nearly all the way to Lochcarron. We had our final breakfast together after fuelling up, then set off on our separate ways. Gary and Lester headed home South, Pete, Peter and myself were heading for Grantown on Spey to meet up with Susan, Peter's partner and their dog Molly. We were to be staying in the Anchor Hotel which is dog friendly. On the way, Brouster was flying along, 40 to 45 mph, then, ten miles from Grantown, she came to a halt, solid - oh dear! Pete thought that was the end. We waited for a while and some kind motorists stopped to offer help. Meantime Brouster freed up, so with a push we were off again, albeit very slowly and at the next stop some two stroke oil was purchased to help things along. We made it to Grantown and stopped outside a bakery cafe with tables outside. It was a nice day so celebrations again were had in the form of Scotch pies and fancies. We ate in the hotel that night after having met up with Susan and Molly. Finished off the day by having a beverage in an aeroplane-themed pub where the barman was either very hospitable or sloshed.

For the final day, Saturday, I had discussed it with Pete and Peter that I would carry on, bearing in mind that my speed had come down to a safe 25 mph. We were going to go over the Lecht on another stunning road. It was a struggle over the top but we got there. I was on my own now as I was too slow for the other two. I made it to Ballater and took shelter in a garage forecourt as the rain had come on. 50 miles to go to my Uncle Richard's at the Bridge of Don, Aberdeen. Brouster would not start, eventually a fellow biker and his wife helped with a push and off we went, I never stopped again until I arrived, at 2.00 pm in the afternoon. Fantastic, was all I could think - old Brouster had done it.

On the Sunday I loaded up and headed for the ferry. Brouster started no bother, even when getting off the ferry on Monday, but on going up the North Road was having none of it. I again changed the plug and limped home, but at least we made it without requiring any rescue services.

Post mortem on Brouster: carb main jet was too small and also gummed up with two stroke oil, the engine sprocket was sized for pulling a chair (19 teeth, low geared - good going uphill) and slight witness marks on the piston from the seizure.

Ten days, 930 miles. Would I go again? Most certainly - the Cannonball springs to mind. Next project is the Brouster V Twin Ariel.

Cheers, Dean and Brouster.

P.S. Brouster is now running again, should any members like to have a go.

Dean Mitchell

**** Summer Runs 2017 ****

April:

Wed. 5th Evening run to Frankie's at Brae - note earlier start at 6.30 p.m.
Sun. 23rd Voar Redd-Up - run to arrive at Spiggie at 2.00 pm (or depart
Islesburgh at 1.30 pm)

May:

Wed. 3rd Evening run to finish at Ocean Kinetics for a tour of the premises
Sat. 13th Visit to Bruce Wilcox at Hillswick
Sun. 28th Run to Broch of Burreland and Hoswick Visitors Centre

June:

Wed. 7th Evening run around Nesting loop, taking in the side roads
Sat. 17th Afternoon run to Simmer Dim, Ollaberry
Sun. 25th Barbecue at Gronataing (Walls)*

July:

Wed. 5th Evening run to Dale of Walls
Sun. 16th Run and walk to Hogan (Culswick)
Sat. 29th Yell run (Including visitation to Beatie and David - and maybe better
luck with the otters this year?)

August:

Wed. 2nd Evening run to Burra
Sun. 6th Cancer Charities Motorcycle Parade and run
Sun. 13th Walls Show Vintage Day
Sun. 27th Tingon*

September:

Wed. 6th Evening run to see John-Peter Duncan's bike collection at
Veensgarth
Sun. 17th Tommy Isbister, Burland, Trondra - croft trail, fiddles, boats, etc.

October

Sun. 1st Sunday Teas

And here are a couple of dates already set for next winter:

December:

Wed. 6th Mulled Wine 'n' Mince Pies at Frank's Emporium

January:

Wed. 10th A.G.M.

Please note:

We will send reminders and further details / changes for all runs by email and text message a few days beforehand.

Unless otherwise stated, evening runs leave Islesburgh north car-park at 7.00 p.m. and afternoon runs leave at 2.00 p.m.

* Denotes a run that may have a length of unmade road or hill track. Members take part in such runs at their own risk. For those not wishing to drive on such tracks an alternative continuation route will be arranged.

*** Sooth Runs 2017 ***

Thank you to Geordie for, once again, compiling a list of events to lure us off the island.

Dates in brackets, where shown, are closing dates for receipt of entry applications. Phone Nos. / e-mail and web addresses are contact points for the event.

May

- Sat. 13th. Inverness Bid Classic vehicle show
margaret@inverness.uk.com (28/4/17)
- Sun. 14th. Caithness Classic M/C Club Rally and run, Watten
roadrat1970@icloud.com, 07919 890573 (7/5/17)

June

- Sun. 4th. Fraserburgh Vintage Rally, F'brgh Leisure Centre
www.fvcr.co.uk (8/5/17) **Recommended**
- Sun. 11th. John o' Groats Rally
Ellensimpson@outlook.com / info@green-cameron.co.uk, 01955 611316
- Sun. 11th. Loch Ness Motorcycle Rally
johncewilliams@hotmail.com, 01667 258228 (27/5/17)
- Sun. 17th. 28th Scottish M/C Show, Ayr Racecourse
showsec@ayrclassicmc.com, 01292 289518 (27/5/17)
- Sat/Sun.
24th/25th Bob McIntyre Memorial Cl. Races, East Fortune
agnescadger@tiscali.co.uk, 01294 833320 / 07402 405111
- Sun. 25th. R.W. Thomson Meml. Rally 50th. Anniv., Stonehaven
carpetdesign@tiscali.co.uk, 01569 763951 / 07739 979212 (13/6/17)

July

- Sun. 2nd. New Byth & Dist. Rally
bythrally@g.mail.com, 01888 551634 (4/6/17)
- Sat/Sun.
8th/9th 43rd Glamis Extravaganza, Glamis Castle
lesley@svvc.co.uk, 01307 840311 (20/5/17) **Recommended**

August

- Sun. 13th Orkney Vint. Rally, Kirkwall
orkneyvintageclub@yahoo.co.uk, 01856 811295 (31/7/17)
- Fri - Sun.
11th - 13th Scot. National Assembly of Vint. M/Cs., Blairgowrie
snaeventsec@hotmail.com, 01241 853946 (1/7/17 - VMCC event)

September

- Sun. 3rd Grampian Motorcycle Convention, Alford
www.gtm.org.uk/whats-on/ **Recommended**

**** And finally ... ****

Below is a photo taken in the early 1970s, showing the 1952 Norton Model 7 now owned by George Duncan of Burra. Thank you to George for submitting the photograph!



"Testing the new clutch plates" - John R.A. Johnston and Peter Coutts on 1952 Norton Model 7

**** SCMCC Committee / Contacts 2017 ****

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