

Shetland Classic Motorcycle Club Newsletter

September 2016



*** From The Saddle ***

The summer runs finished with the annual Teas Run and we were blessed with a reasonable day for a tour of the central Mainland, rounded off with delightful tea and tab nabs in the Burra Hall.

No complaints with the weather this summer, all 16 planned runs have taken place on the appointed day and on the whole were well attended. By my reckoning, one member has only missed one run but confirmation will be required before awarding the coveted trophy! I missed the Simmer Dim and Eshaness run, but ones which stick out for me were the World War 2 Radar buildings at Noss Hill, and the run to Unst and Sumburgh with the VMCC Baton. The modern stone circle at Tingwall and the Sandness Falcons were something really different, but Gibbie's, much awaited, guided tour of Kellister and the Levenwick Broch run fulfilled long-time ambitions for me. The 60 mile loop saw 17 bikes on the road but, after refreshment in the Pierhead, the night run back through Nesting in the wet was a bit challenging and the timing/route of such late runs perhaps require a rethink. So if you missed out this year, we hope to have an interesting programme to tempt you out on the bike next year and look forward to seeing you then.

As most of you will know we had a good Classic Show in June and a big thank you to all the members who put in the effort to make it the success it was. The quality and quantity of the bikes was remarked on by locals and visitors who never fail to be amazed at what Shetland has to offer. The 2018 Show faces many challenges, not least of which is that Graham Johnson, who has carried the administrative burden of the show and done so much for the show over many years, has indicated that he does not wish to continue in the role. He will be difficult to replace. Also standing down will be our own Maurice Mullay, who in recent years has done so much to promote the show to the wider world and has had a big hand in building it up to what it is. A big thanks to them both for all the effort they have put in.

Well, we are now approaching winter and the committee have set the club nights programme. A list of planned talks and visitations appears in this epistle and I hope there is something to tempt you out from the fire or the computer screen! Look forward to seeing you there.

Joe



"Dere haes ta be a bike here somewhaar." – Noss Hill, 25th May 2016.

**** Rare Bikes In Shetland No 26 ****



A lady biker for a change.

I got this photo from Colin Fraser some years ago. He was able to tell me that it was “Moonie” Hughson, who taught in Aith in the 1930s, on her New Hudson and that the photo was taken outside the old school in Aith. Colin wondered if I could remember ever seeing the bike and if it might still be “ta da fore”! I could not, but later I heard from Bertie Tait that the same bike had turned up on the north east coast of Scotland but he had little details of it. Then, lo and behold in the January 2001 edition of Old Bike Mart, there appeared a photo of FS 328 in a derelict state, with a note to say that the bike had been sold by Peter Harley in Peterhead, to his friend, Norman Laing, in Fife!



As Norman got her!

I always meant to follow this up, but did nothing about it until a couple of months ago when Colin approached me to see if I ever heard any more about the bike. After a bit of frantic searching I found the copy of OBM, which I had lain up very well, and contacted friend and ex pat, George Spence, in Fife to see if he knew of Norman Laing. George was brought up in Lerwick in the 1960s and has been up here at the last two Classic Shows with some interesting machinery. Well, George didn't know Norman but find him he did and even went to see him in St Andrews and got some photos of the bike which Norman has done a great job of restoring to virtually original condition. It is a 1931, Model 32 De Luxe, with 350cc side valve engine and 4 speed hand change gearbox. What surprised me was that the bike was still being used on the road by its last know Shetland owner, James W Johnson, Uphouse, Setter, Walls, in 1961 and I could never recall ever seeing her!



Norman proudly displays his handiwork.

Many thanks to George and Norman for making this all possible.

Joe

**** Gordon's Trip to the Rudge Rally 2016 ****

This year was the 60th anniversary of the Rudge Enthusiasts Club and I thought it might be a good idea to go to the rally at Bewdley near Kidderminster. As there are now five Rudge owners in Shetland, I had visions of us arriving 'en masse', however, these things rarely work out as intended and I boarded the boat by myself, feeling relaxed and looking forward to the rally.

Slipping off the boat in the morning saw me merging with commuter traffic until I was clear of Aberdeen, then carrying on to Dundee for breakfast. The Edinburgh Bypass was no problem as I had timed my arrival to avoid the worst of the traffic. Leaving the Bypass, I continued on one of my favourite roads, the A68 heading for the Borders. This is a perfect road for the Rudge, with just the right swoops and turns allowing you to maintain speed, not too much traffic and plenty of opportunities for overtaking if you do come across something slower. Picking up the A1 saw me keeping pace with the trucks, and then I was on the final 15 miles on a nice, quiet, twisty road to Leyburn. Having thoroughly enjoyed this last stretch, I finally arrived for my overnight stop at George Black's.

George is always an excellent host and it was good to catch up with each other's news over dinner at a local pub.



George and the Topolino

With the oils topped up, the next morning saw me heading down a bit more of the A1/M1, where it appears that cars are allergic to lane one. I have noticed that one downside to motorway travel in England is how often traffic grinds to a halt for no obvious reason - no accident, no roadworks, nothing. On an old bike you are left with little choice but to filter to keep the air flowing, so it's a case of turning on the headlight and squeezing through. I managed to avoid the worst of Birmingham rush hour(s), although it was still busy, and finally Bewdley was in sight.

The rally is small, perhaps 50 bikes, but the welcome far exceeds its size. Over the weekend, I was adopted by old friends who looked after me and kept me entertained and amused. Saturday's events included a short run round the local lanes, ending up at a local hostelry for lunch. Sunday is show day and I thought I would leave the bike travel-stained as a contrast to all the other shiny Rudges. I thought it looked good, and so did the judges, awarding it second best bike ridden to the rally. The long distance award was a foregone conclusion, given the 500 odd miles I had covered.



Rudge Multi outfit



Rudge Ulster exported from Shetland 50 years ago

It was all over too soon and I headed back to George's. This was made a bit more interesting as the motorway around Birmingham was closed! Fortunately I had taken my sat nav as well as my pre-planned paper route and I ended up sneaking peeks at the sat nav in the car in front of me while listening to mine in my tank bag. The next day saw me making good time despite the mixed weather and arriving in Aberdeen in plenty of time for the boat.



Some of the rally exhibits



Prizegiving

Taking an old bike on long runs always presents a few challenges. I had to dry mine out at the rally as I had encountered quite a lot of rain and I'm still not sure where my gearbox oil went on the first day.

Anyone fancy a trip to the next rally?

Gordon Stark

*** 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.

**** Run from Sumburgh Head to Skaw, (or Vice Versa) – 14th August, 2017 ****

When the committee set this run, we were hopeful that the VMCC 70th Anniversary Baton would be available to us, as the 60th Anniversary one had been in 2007. The baton duly arrived and, with the route reversed to fit in better with the available ferry times, we completed the run in good time and hopefully fulfilled the intention of the VMCC that the baton should be carried by its members to all ends of the UK.

As requested by the VMCC, I documented the details of the run for their records and transcribed same in the notebook accompanying the baton. This report is appended below.

Britain's Furthest North – The Shetland Isles.

Although there are few VMCC members in Shetland, we were very pleased to be asked by the Scottish Rep., Alastair Alexander, to again do something at the "North End". The baton duly arrived by post from the Isle of Man Section, and on Sunday 14th August Frank Johnson and myself, in company with ten fellow members of the Shetland Classic Motorcycle Club set off from Lerwick to convey the baton north to the end of the last public road in the UK.

Leaving Lerwick at 10.30 a.m. we rode up to the ferry terminal at Toft, a distance of 29 miles, to catch our first ferry into the island of Yell. A 20 minute crossing of Yell Sound saw us off the ferry and heading up the 20 odd miles to Gutcher. Here we had a lunch break before taking the 12.50 p.m. ferry into Unst, the most northerly island. Following the 10 minute crossing we arrived at Belmont and sped up the 15 or so miles to, literally, "the end of the road" at Skaw. At this point in Shetland, you are further north than Cape Farewell in Greenland, and there is nothing but sea and ice between you and the North Pole!

Having taken a few photos for the record, we proceeded to retrace our route back over the 35 miles, and two ferry crossings, to Toft on the Shetland Mainland, where we arrived at about 3.50 p.m.



Frank and Joe with Graham Clark, Skipper of the Yell Sound Ferry



At Sumburgh Head

As there was no way we could pass the baton to the next section, we decided to do the next best thing and headed for Sumburgh, the most southerly tip on the Shetland Mainland and the nearest point to the rest of the UK. About an hour and ten minutes later, including a petrol stop, we arrived at the Sumburgh Lighthouse having put another 54 miles under our wheels.

After the obligatory photo shoot and a yarn, we headed back the 25 or so miles to Lerwick where we arrived at 6.00 p.m., having covered a total of some 178 miles. An enjoyable day for all.



Assembled at Skaw.

VMCC Members:

Frank Johnson	1957 Norton 99
Joe Gray	1938 Rudge Ulster

Fellow SCMCC Members:

Gordon Stark	1937 Rudge Ulster
Ian Masson	1968 Triumph Daytona
Peter Manson	BMW R60
George Jacobson	Suzuki Burgman 400
Lewie Tulloch	BMW F650GS
Russell Black	Triumph Speed Triple
Gibbie/Laurena Fraser	Triumph Bonneville T100
Annette Shewan	Yamaha Virago XV535
Bobby Fullerton	BMW GS
Willie Gray	Honda Pan European

Oh, and the weather was generally good, although we did encounter thick mist in parts of the North Isles.

Joe Gray (1167)

**** Visit to Bressay in July 2015 ****

One of last year's summer runs was a visit to Bressay with Theo Smith as a very knowledgeable local guide. The following is an article about the club's visit that Theo wrote for the Bressay History Group.

VISIT TO BRESSAY BY SHETLAND CLASSIC MOTORCYCLE CLUB

One misty Sunday afternoon in July, members of the Shetland Classic Motorcycle Club headed over to Bressay for one of their monthly outings. A collection of Triumphs, Ariels and BMW's came off the 1430 ferry and were met by Theo who then accompanied them to Bruntland where they walked up to the 1st WW Gun at Aiths Voe. Using photographs taken when the gun was deployed, the members could visualise the feat of engineering that was achieved to lift the gun from its transport barge at sea level then, using manpower alone, pull the gun up the steep hill to its final resting place at the top of Aiths Ness.



On the way back to the motorbikes the members stopped off at the Aiths Voe stone quarries and remarked at the excellent building quality of Bressay stone. It must have been hard work to quarry the stone and transport it to the mainland by boat.

After a look at the old factory the members headed south to Ham and Kirkibister to view the splendid shipwreck interpretation plaques. These plaques stirred the memories of some who could recount tales of the Klondykers when they were a common sight around Bressay not so many years ago. It was then up to Cruester for a quick look at a final plaque and views over the harbour then back to the ferry.

The members thoroughly enjoyed their trip to Bressay and intend to return another summer and get a trip up to the top of the Wart.

**** Spot the Differences ****



*Gibbie Fraser – da Early Days on
Ex WD Triumph 3SW*



*“Wance a Triumph Man always a Triumph Man”
(Noo needs twa feet doon an widna tak
da dug on da tank!)*

**** SCMCC – Winter Club Nights Programme ****

2016

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| 5 th October | “Boats in Bottles”, a demonstration of how to by Norman Jamieson in the Anglers Club, Burns Lane |
| 2 nd November | Talk by Gordon on his recent tour of Spain by KTM in Bowlers Bar, Clickimin |
| 7 th December | Mulled wine and mincemeat pies at Frank’s Emporium in Market Street. |

2017

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|--------------------------|---|
| 11 th January | AGM in Bowlers Bar Clickimin |
| 8 th February | Visitation to a Local Establishment of Interest, details to be advised. |
| 1 st March | Talk by Birgit on her recent trip to Namibia in Bowlers Bar Clickimin |

NB All the above will commence at 7.30 p.m.

*** SCMCC Regalia ***



Metal pin badge: £3.00



Sticker: £1.00



Toorie: £8.00



Fleece snood: £8.00



T-shirt, various sizes and colours:
£10.00



Hooded sweatshirt, various sizes
and colours: £18.00

For regalia please contact **Russell Black**: 01950 431495

*** SCMCC Main Contacts 2016 ***

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