

# LCS

**NEWSLETTER**

## **That was the season that was.**

Well what a season that was! I'd love to be able to bring you all the reviews and gossip from **all** the events the LCS were associated with this year but this is supposed to be a *club* newsletter, not the KBH diaries! As a result, you'll find only a couple of reviews because your fellow members couldn't be bothered putting pen to paper for the benefit of the newsletter and, ultimately, the club as a whole. I'm sick to the back teeth moaning about this (as was every other previous editor who subsequently jacked it) and know I'm risking the 'broken record' analogy, so I'll leave you to ponder the consequences of it all without another word.

As I've mentioned, it's been one busy year for the LCS and it's pleasing to look back on it all and know that the club's profile has, once again, risen to its proper place on the scene and this is thanks to you, the members, for lending your support when there are so many other attractions out there, many of which are less demanding than LCS events – it's appreciated so please keep it up as it looks like another bumper year in 2008!

It's worth noting our achievements this year as (as mentioned above) I couldn't review them all myself. The year began with a cracking club 'do' at the Minto Hotel in Edinburgh in March, followed by the ever-popular member's rally and AGM at Taynuilt at the end of April. By May we had the National in Kelso followed by the trip to Germany for Euro Lambretta and, no sooner were we back, than we had the Ben Nevis 50<sup>th</sup> Anniversary celebration in Fort William on June 16<sup>th</sup> which all who attended agreed was a most enjoyable weekend despite some poor weather, and the venue was a 'keeper' for sure. There followed a wee respite in July and August before the madness of riding round the Scottish coast on John Manns' 1956 model 'D' at the start of September, followed by the joint LCS/LCGB members' rally in New Galloway later that month. Phew!

Finally, I'd like to thank all the contributors this issue, who are credited on each piece, and especially my auld China Luke. A special mention is due to new members Chubb from Perth and Niffy from Dunbar for their promise of help with the printing of the newsletter and website management respectively. I shouldn't have to say that this is just the type of practical help the club needs, no **thrives** on, as well as articles for this bloody newsletter; **now get writing!** The next issue will have to be out soon and I need reviews of the 'do's' you've been to but, more importantly, Euro '07, Taynuilt, Fort Billy and New Galloway.

Ride like a madman!

Billy

## **Euro Lambretta, Sweden, 13<sup>th</sup>-15<sup>th</sup> June 2008**

The 19th Euro Lambretta Jamboree will take place at Hasslö in the Blekinge archipelago close to the city Karlskrona over the weekend of 13<sup>th</sup>-15<sup>th</sup> June, 2008.

I've been in touch with Bo Martin and, contrary to the rumours which are circulating, he tells me that the beer in Sweden is no more expensive than 'London' prices. Even if that's a bit pricey for most of you, he also assured me that the Lambretta Club of Sweden will ensure there's plenty cheap beer on the go at the venue – yippee – but asked me to point out that Sweden has a - next to - no toleration policy on drink-driving. No early departures for our lot then!

Although the application forms are not out yet, now's the time to register your interest with me. There's no obligation at this stage but it means you'll be privy to the details without waiting for the next newsletter, so drop me an email, letter or telephone **now**, please.

As ever, the LCS will have several representatives converging on the venue from all angles but the main party (to which all are welcome) have left the planning to John McMillan who is still working on it (and open to any suggestions, please) and has come up with taking the ferry from Newcastle to Amsterdam from whence we'll ride up to Travemunde (Lubeck, Deutschland) – a journey of around 350 miles. There's a ferry from there to Trelleborg in Sweden and from there. The second, be a logistical nuisance but the journey!

There were forty-two have commented that they would concur with that so you to bear that in mind if

While we're on the ourselves forward – 23<sup>rd</sup> Euro Lambretta in a multi-national (like the 2004) its never too early to

### **Roving Melvin at the**

Here's a photo of my one visitor who took restore it, I replied, "Nope. and I am quite happy the "Does it run", I replied, got it and still is". I interest and he went away



Karlskrona is only 160 miles eight-hour, ferry crossing might it knocks some 250 miles off

Swedes at Kelso and many really 'made' the rally and I we owe them one and I'd ask you're wavering. subject, the LCS have put provisionally – for hosting the 2013. If you're an employee of Royal bank who let us down in ask about sponsorship deals!

### **reporter Jock Ayr Bike Show**

scooter at the Ayr Bike Show, interest asked if I was going to I have had it for 8 years now way it is". Then he asked, "Nope; engine seized when I thanked him for showing an laughing!

Seriously, apart from badges and trim that has been put on the scooter it is in the same condition that I bought it, probably the red paint might be original as the metal work is in really good condition, the panels have either been painted or they are off another scooter. The scooter was bought off an antique dealer who had to buy it along with some old furniture. I told him I would give it a good home and look after it.

All the best to everyone in the LCS

Cheers Jock

## **Tight arse/ sore arse!**

I shouldn't really, and I apologise for the swears in the sub-heading, but this guy's stinginess actually made me laugh out loud! It was his response to my offering to make a feature of his product by running a competition which, I assured him would raise its profile more than the mere 'mention' he craved; the rest is self explanatory...

*"Many thanks for your prompt reply. Regarding comments from customers, we can pass on our ebay sales feedback if you wish? Comments such as "Great item for Long Distances", "Good product, buy with confidence" "Looks more Comfy than the explanation, Quick Service", "Quick delivery, used on an Enfield to ride to the Himalayas, great" and lastly "A Wonderful Product" are just some of the things said about our Gel Pads.*

*Regarding a Competition, the total cost of a Gel Seat Pad is £29.99 for the pad itself, £4.95 for postage then VAT making a total of £41.05. We need to cover this cost as we are only a small company struggling to survive with the NHS.*

*If it would be possible for you to maybe run a Raffle and charge 50p a ticket to cover our costs this would help? We are trying to bring this Gel Pad to the attention of all Scooter and Motorbike Clubs; there are hundreds of them so it is impossible to give away Pads all the time.*

*Let me know what you think and thanks for coming back to me.*

*Best regards*

*Derek, Dan Medica South Limited"*

## **We're looking for advertisers**

In an attempt to improve the physical quality of the newsletter we're looking for advertisers and would encourage individual members who may have a special relationship with a trader to make them an offer along the following lines: -

*full page, inner cover (quoted in mag as 'cover sponsor') - £150pa*

*full page - £100pa*

*half page - £75pa*

*third - quarter page (dependant on free space) £40pa*

*"Rates include one free membership pa and advertisers are encouraged to participate in our dealers discount scheme, this usually entails offering a discount of some kind to bona fide LCS members.*

*As our overriding objective is to promote Lambretta in Scotland, these rates are negotiable with respect to other benefits that could be offered to our members."*

**Please contact any committee member if you have a lead we can follow.**

## **Twinkle, twinkle in Fort Billy**

It may have escaped your attention – as most couldn't be bothered to turn up (including some who had given assurances) - that we produced a limited edition set of souvenirs for the Ben Nevis Hill Climb 50<sup>th</sup> Anniversary get-together in Fort William back in June. Among these was a beautiful crystal block with the laser-engraved image of a model 'D' Lambretta 'floating' in the centre and, even though I say it myself, a real quality piece of kit at that – even by LCS standards!

I've been 'drip-feed' selling the last of them on Ebay on behalf of the club (that's you) recently with one reaching the dizzy heights of £46! There are still a few left and these are available to members, together with a commemorative embroidered patch and leather key-fob for the princely sum of £12 so get in touch with me (Billy) if you want to reserve one but don't bother if you said you were coming and didn't; sour grapes? Well, **aye!**

We can arrange to exchange them at a future event or you can fork out £3.50 for postage; your shout.

## **Shyster in Shotts - allegedly**

Its not for me to judge, so I won't but two members have been in touch to complain about the services of 'Best Rider Training Ltd' at Centrelink 5, Calderhead Road in Shotts. The complaints are centered around poor service and even worse communication skills, which seriously jeopardized their chances in their motorcycle driving tests. I don't have the full details to hand so, if your worried about this lot, the best advice I can give is to contact Luke or Daniel or look at the thread on the LCS forums.

## **Footman James Insurance**

Just a quick mention here for Footman James, who are branching out insurance wise but recently re-affirmed their pledge to service the LCS membership with our own 'tailored' insurance policy and I've not heard a complaint yet! If you're one of the few members who haven't taken up this offer then you are missing out on one of the best benefits of membership. 0845 458 6798 - [www.footmanjames.co.uk](http://www.footmanjames.co.uk)

## **Killer Kern Loop, California**

This is the first article that I have sent to the Lambretta Club of Scotland. The few rallies that I have gone to this year have not been as impressive as I would have liked to write about. Although the live sex act at Hedonism was different, I felt that pictures of this were better left to other people.

Anyway, the other scooter club here in Bakersfield California puts on a rally here that is called the Killer Kern Loop. The name implies the fact that the ride is difficult, and with elevation changes going from city riding to mountains with elevations as high as the Scottish Highlands, the ride can take its toll on scooters.



The club that puts this rally on is the Rally Pilots. They mainly ride Vespas, in contrast with our club, (The San Joaquin Treads), which mainly ride Lambrettas. In fact that's all we currently ride is Lambrettas. Of the twenty-five scooters that went on the hundred-mile ride, only three were Lambrettas, all from our club. My SX 200, Mike Anhalt on his SX, and Graham Meyer on his restored Cento.

When Graham told me he was riding his Cento on this ride my mind went blank. (Why not just ride a moped, I thought?) A Cento on a mountain ride that is over a hundred miles long? I didn't think he would make it to the party, after the ride, until the keg was dry, if he made it at all.



As it turned out the little Cento made the entire ride, and kept up with most of the scooters. Up hill was a little slow, but in the tight twisties, and down hill a parts, the Cento was flying along at around fifty mph most of the way. The award for Best Lambretta went to Graham, and Mike and I both agreed that the little Cento was quite a sight on such a hard ride. Well done.

Of the twenty-five one broke down, no live sex acts. That I was anyway. The beer was of two-stroke smoke stuck in days. And I won a few items Can't wait till next year. The no.3



scooters, only crashes, and aware of great, the smell my nose for at the raffle. Killer Kern

Cheers, Bill Casey