

LCS

NEWSLETTER

MARCH 2005

Well, here we are again – another year, another season, another editorial team and another apology for the lateness of this edition, fast becoming the mag's only regular feature! Following the massive high of last year's outstanding success with the Euro at Kelso this year promises to be quiet by comparison, particularly for the club's long-suffering committee members.

Following on from Issue 18, published late last year, Luke O'Curry has now stepped down from his role as Editor due to the pressure of work and family commitments. He will continue to help out with the magazine but wishes to be considered in a "consultancy" role. In short, the buck no longer stops with him.

With the changes in personnel at the helm, hopefully improvements will be made to the club's magazine, so feel free to forward any of your suggestions to us and let us know what you'd like to see being published. Everyone involved with the newsletter is very open to all manner of communication but emails and letters will probably be more effective than a conversation at the bar!

Changes in personnel, as some of you may be aware, have also been happening at the LCGB: Pete Davies, Lambretta Registrar and LCS member, has recently resigned his position. Pete's now looking to make a start on the many Lambretta books he's been planning to write for years. I'm sure everyone involved with the LCS will wish Pete success in his new venture and eagerly await his first best-seller!

With regards to LCS committee news, see the details later in the magazine about the return of the Members' Rally, incorporating the AGM, at Brander Lodge Hotel in Bridge of Awe, Taynuilt by Oban. There are also details on 2005's Euro Lambretta in Austria. Unfortunately there's no definite news on this year's Open Rally, other than the date (1st – 3rd July), but confirmation of a venue is anticipated soon and full details should be in the next newsletter, scheduled for publication immediately following the AGM.

Until then, keep the rubber side down,

Dan

(What?) AGM Report, New Douglas Park, **Hamilton, 23rd October '04**

Well people it has to be said that 2004's AGM was a bit of a non-event. Sure there were a number of extenuating circumstances such as the late notice, the fact it had been put back several months and, probably most damaging of all, it wasn't held at the member's rally. Nevertheless we had thought at least a couple of dozen would have made the effort to bask in the glory of Euro-Lambretta.

In the end it was probably just as well that only one non-committee member turned up as we were pushed to conclude the business in hand at that. Apologies were accepted on behalf of just two of our new extended committee, so it was worth the effort.

The writing was on the wall earlier that afternoon I suppose, when Luke and I arrived at the venue, which The Strathclyde Senators were using for a 'do' that evening, to be greeted with some pretty vacant looks. We (or rather Luke) blustered our way through and spent the next hour or so being hassled by the poor bint who'd been deserted by the caretaker type bloke, before being joined by Andy Thompson who managed to alleviate the situation somewhat but only minutes before the geezer who actually knew what was going on appeared. By that time the decks had pretty much been set and the anteroom arranged for the AGM. A quick enquiry with the new arrival confirmed that the bar would be kept shut till the evening so I nipped off to the Supermarket to find some refreshments for our anticipated couple of dozen members, your loss guys!

Should I mention the valiant effort of Alex Black, who came all the way from Fife for the AGM to be greeted (if it were possible) by even more intense vacant looks than we had suffered? You see it was Sunday!! Whoops I just did, sorry Alex, couldn't resist it!

On to business then and after a few words from Gillie to open the meeting, Hector gave the Treasurer's report. This is not the place to be discussing our finances but suffice to say we are in a healthy position without attracting the taxman's attention. Euro Lambretta cost us a couple of hundred over the budget due to 'incidentals' (the original marquee blowing away didn't help). We had actually pulled this in on the gate on the Saturday and were tempted to hold on to it because of the Council's lack of interest over the weekend (despite their initial enthusiasm). The money was always earmarked for charity though and so it shall remain. 'Bikers with a disability' were mooted as an alternative to the 'local' charity we had intended though and this was left in the hands of the committee.

Next to be discussed was the Member's Rally. No venue had yet been found and all present were instructed to find somewhere suitable sharpish as missing a second year was not an option.

Hector weighed in again with the proposed new venues for the Open Rally. The Equestrian Centre at Fishcross near Alloa came out favourite amongst the other venues at Powmill and Saltcoats. It does represent a substantial outlay though so please make the effort and bring your Chinas too!

The perennial idea of a club 'do' surfaced again and, as always, the committee agreed to it in principle but without a solid commitment. The usual pressures of time to organise it and the cramped calendar in Scotland being used in mitigation.

Billy and Harry were next up with their plans for the Club Shop, which all agreed needed re-vamping. A budget was agreed and they were told to get on with it! Plans include a review of the merchandise we offer, possible web sales (an Ebay shop was mooted) and a page in the newsletter. Though Billy did point out that we had zero sales from our last full pager.

Nick took centre stage next with his website report. The new forum has attracted substantially more visitors to the site, though he had hoped for more active participants in the forum. All resolved to 'push' the forum to friends and contacts. Dan chipped in with some healthy ideas and Big Ian helped with a few suggestions. Regardless of the outcome, the forum is not in danger as Billy has agreed to carry on sponsoring it.

The dreaded Newsletter discussion came next and Luke took over here. With his new career in full swing, as well as family concerns, it became obvious that Luke would be taking more of a supervisory role in it's publication, with Dan and 'new find' David Ashmead taking care of the nitty gritty. The covers have run out again and so we were all asked to find new advertisers, don't be shy if you're reading this and have a contact who'd like to help the club and get their business known amongst Scotland's Scootering elite.

There was an intimation from the Scottish No.1's Committee, which Billy read. Included in which was a notice advising us of a number of Scottish scooterists who had been barred from Scottish No.1's Committee events. Namely: -

'Big Eds' (Globetrotters) '

Dougie' (Globetrotters)

'Jacko' (formerly of Edinburgh Blues)

We were also asked to note that 'Popeye' (LCS[?], Globetrotters) was on a final warning, following a disturbance at this year's National.

Further to this we were thanked for our continuing support of the National, our help with organising the Gymkhana and partnership in the very successful advertising campaign. This last point giving rise to the suggestion that we involve ourselves in a similar venture this year.

We discussed these points at length and decided to note the suspensions without adding our events to the ban.

We also decided to involve ourselves in the advertising campaign again and take up the challenge of organising the Gymkhana at the National. In response to a general appeal for RELIABLE stewards, we agreed to ask our members to spend a few hours in support of the event and THIS is it! Contact Billy if you can help. You should note that there are very good incentives on offer for helping out and that professional security will be employed this year too.

Two other proposals were tabled as follows: -

Luke O'Curry (on behalf of the committee);

That the membership fee be increased to £12 to cover rising costs.

This was seconded by Gillie and carried unanimously.

Billy Hardie;

That Chris Adam's membership be rescinded at once and that he be excluded from the club until he pays the £125 owed us for advertising.

Luke seconded and this too was carried unanimously.

Committee elections followed and, with all the current members happy to continue and no challengers, they were installed en masse for another year's hard labour.

A discussion on the plans for our trip to Austria was next on the cards and those involved detailed the proposed route from Zeebrugge, skirting southern Germany and on into Austria. The ins and outs of the back up van came in for scrutiny too, with the suggestion that each driver take a day off to steer the van meeting with general approval, though flexibility was the order of the day. Billy and Gillie agreed to deal with the logistics of the trip.

'Any other competent business' fell next on the agenda but by this time we were pretty washed out and loud music had started to interfere. The only proposal was from Billy that Steve Barbour be offered an honorary membership in lieu of his services to Scottish Scootering, and Lambretta in particular, over many decades. There were no objections to this.

Gillie thanked all in attendance before closing the meeting almost an hour behind schedule.



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OFF TO AUSTRALIA AGAIN, WITH THE MYTHICAL LAMBRETTA

"Mal d'Australia" we might say, echoing a typical expression that refers to the "nostalgia" one feels after a first visit to Australia. The stunning "kangaroo continent" has in fact an irresistible power of attraction. Of course the identification of the whole continent with its very likeable marsupial is nothing but limited, as a lot more is involved.

Unspoiled coastlines and fabulous coral reefs, vibrant and modern towns, green mountains, impenetrable rainforests and fire-red sunsets. And nothing is more fascinating than the Australian Outback, with its endless roads and sand deserts, flowery mountains and lost villages, where life is hard and time stands still.

The East-West crossing of the Australian Outback riding the legendary Lambretta, following the long-forgotten tracks of the ancient explorers, pioneers and gold seekers and touching the most isolated towns is one of the most startling experiences that a hard-scootering lover can imagine.

Tino and Nadia Sacchi and Gigi De Martini, attacked by the "nostalgia disease" and not new to such enterprises, are now taking care of the last details to face the longest possible crossing of Australia. A good 6000 km, 4000 of which on dirt roads, across the Simpson and Gibson deserts.

The long uninhabited distances with no fuel will have to be faced with an accurate control of one's own energies and all the necessary fuel, food and tents will have to be carried along, thanks to the practical and robust racks made to this purpose in cooperation with the Cuppini firm.

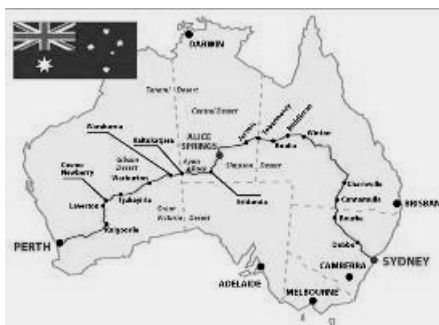
Obviously at departure the Lambrettas will have to be in perfect conditions, to avoid any breakdown due to inattention and they will have to be properly modified with Imola and Mugello kits and the ultimate Varitronic ignition to be able to run also with the Avgas 115 octanes petrol, the only available fuel at the remotest gas stations. In any case the necessary parts and tools will be carried along, to make any type of repair that should be necessary along the way - certainly a route which is more suitable to a 4WD than to a scooter.

Starting from Sydney, the route will touch Australia's "red heart", Alice Springs and Uluru (Ayers Rock), then King's Canyon, Tjukayirla (the most isolated town) and Kalgoorlie with its gold mines, finally the west coast and Perth.

The company of Gigi, a thick-skinned motorcyclist (who by the way won the Rally Coast to Coast Perth-Sydney with the Capriolo!) is a further guarantee, for he is not only a determined character, but also a very expert motorist.

Australian "friends of the Lambretta" are already alerted and they are available to come in our aid if necessary, maybe with the help of a Lambro vehicle.

All right then, time to get the Lambrettas ready for the "very new continent".





Member Profile

Name & Membership Number: Dan Schoenhofen, No. 159

Age: 23

District: Lanarkshire

Occupation: Odd job man (grape-picker / shop manager / painter & decorator / leaflet distributor / chef / double-glazing salesman / gardener / barman...) Currently a telephone banking advisor.

Member since: 2001

Scooters: 1964 Li125 with SX200 engine, 1996 Peugeot Speedfight II 100 (& a crash-customised 1983 Honda CB125 Superdream)

First scooter/Lambretta: 1964 Li125, bog standard with 6v points system in British Racing Green and off-white from Scotia Scooters, Rutherglen

Furthest rally on a Lambretta: Ayr, 2001. Apologies to anyone on the Eaglesham Moor Road that day, I don't think I got out of 2nd gear!

Kits tried: Brupak's Homebrew Lager

Fastest genuine speed: 60ish on the Speedfight, close to that on a T5

Tech tips: Ask on the forum, never trust O'Curry

Incidents & accidents: Over the handlebars and through the back window of an old lady's Micra. Ended up across the parcel shelf. Walked away with grazed shins and a £400 bill from her insurers.

Projects underway: Almost completed complete restoration of Li. SX engine being rebuilt with 12v electronic and new barrel and piston following a series of seizures.

Projects never completed: Complete mod-kit for Speedfight: plastic fairing wouldn't support spotlight-and-airhorn Christmas Tree

Dream scooter: Reliable Li200 (watch this space) or a PX Trike.

Favourite dealer: Scotia Scooters. Got me hooked on Lambrettas when I only popped in to see if they knew anything about LMLs...

Suggestions to improve LCS: Dealer discount with the AA!

Other clubs: Lambretta Club of Great Britain, Vintage Motorcycle Club, Strathclyde Senators Scooter Club and The Tufty Club.

The Member's Rally... returns! 16 – 17th April '05

In true Tony Blair fashion, I'd like to offer an apology on behalf of the committee and proceed to detract from it by proffering various excuses as to why we shouldn't really apologise!

Seriously though, we missed last year's member's rally as much as any of you but the pressures of organising both the open rally and Euro-Lambretta with an ever dwindling number of 'graffers' coupled with the loss of the excellent venue we had, meant that the member's rally and arguably you, the members had to suffer, for that we **are** sorry.

It would be true to say that last year's AGM (traditionally held at the member's rally) was less of an event than usual and, together with the late notice given, lead to what amounted to an expanded committee meeting. The records will show it as a proper AGM though we have come to regard it more as an interim or EGM; please refer to the report elsewhere in the newsletter.

With the discovery of another great venue and a renewed impetus within the committee, we'd like to amend all of the above.

The venue for this year's member's rally and AGM will be the Brander Lodge Hotel in Bridge of Awe, Taynuilt by Oban (Tel: 01866 822243). The hotel has 18 rooms and prices range from £25 a head for a double/twin to £36 for a single. There is a campsite within easy walking distance at Crunachy (Tel: 01866 822612) and, as always, the LCS will foot the bill for camping but unfortunately not for the more cultured of us who may opt for the hotel.

The 'sporting' aspect of the rally may well be curtailed to the usual dash back from a ride-out to Oban, though we're still looking for a friendly farmer, which would allow us to organise various field events as previous.

The rally officially begins on Saturday 16th April but quite a few usually take in the Friday evening too and you're more than welcome but responsibility for accommodation for Friday is yours. Member's guests are equally welcome, though not at the AGM obviously, and again the LCS is not responsible for their accommodation. Other than that, there is no charge.



The AGM will be held in the dining area of the hotel and kick-off at 19:00 sharp. Written motions and proposals can be handed to me at the meeting but, as is customary, those received (by post or otherwise) in advance of the meeting will be given priority and figure in the agenda.

Anyone who has attended one of these events will need no persuading to attend, though I would urge them to bring a pal. If you haven't been before, make an effort and it will pay dividends or spend a boring night in or at the local... it's your loss.

Planes 'n' boats 'n' trains? Euro-Lambretta, Leutschach, Austria 10th – 12th June '05

Time doesn't half go by, eh? Already last year's Euro Lambretta Jamboree is but a fading memory and Austria beckons for this year's event.

To try to entice you to make the trip, should you be undecided, would be folly as the distances involved and temperament required for such a trip could never appeal to 'ditherers'.

If you *are* decided, you can be sure of is a warm welcome from the other National Clubs and perhaps a modicum of gratification, given the success of Kelso, the enormity of which may escape most of you. As well as this the actual feat of getting there and the adventures along the way will bring their own rewards. Like the boast of many in a few year's time that, "I was at Kelso", who amongst us will be able to boast of their attendance at Leutschach '05? The scale of the trek alone ensures it will pass into legend and if our good friends from Austria, who could easily be our sister club in character and attitude, live up to their promises well...

The nature of the LCS (new club – many veteran members) means that several small bands will converge on Leutschach using a variety of means. A party from the east coast are undecided on just how they'll get there yet but one of the long distance continental car-trains has been mooted. As well as this the west coasters will probably travel by scooter independently and some of the central lads are flying over. I can help liaise with all these groups should their plans better match yours.

The official party's plans are to leave Rosyth on Sunday 5th June, hoping to achieve some 150 – 200 miles a day and arriving in Leutschach on the Friday morning. The return leg being similar in nature with the intention of boarding in Zeebrugge on Friday 17th.

Please use the form attached to intimate your interest in any of these schemes. You can of course photocopy it if you'd rather keep your newsletter intact. The actual payments and application forms are due in by 29th April so please make haste in showing your interest.

For the records, I'll need all of those who have expressed a verbal interest to use this method too, please.

Scootin' With the Glasgow & West of Scotland Lambretta Club

My first memory of scootering is of me clutching £150.00 to buy my red and white 150cc Lambretta, SYS 797. I purchased it from Alexander's on Great Western Road and it was in the lane behind there that I learned to ride – a lesson lasting all of 3 minutes from the lad who explained gear changing. So well did he explain it that for the first month I kept my eye on the speedometer and changed up or down at exactly 10 or 20mph – then it sank in about the sound of the revs, and my eyes could look forward. My first ride was that Saturday afternoon, traversing Glasgow from West End to South Side – tramcars, tramlines and cobblestones.

One Sunday I saw a group of Lambrettas in George Square and, as one did when one saw another Lamb, I stopped to meet and greet. Lo and behold, I found myself joining the best club there was – the Glasgow and West of Scotland Lambretta Club. From then on 10am every Sunday was the date of the week.

My Lambretta and I went everywhere – just to the shops, to the cinema, to Saturday dances at the Union, even to the Moorings at Largs. As well as day runs the club attended rallies – getting 100-110mpg we could go almost anywhere. I can't recall where but I do remember once winning a waterproof suit (jacket and trousers) donated by Alexander's. I tested it hard, with confidence in its claimed ability to repel water - I even drove from Glasgow to West Loch Tarbet en route to Islay. Alas, by the time I reached West Loch Tarbet even my underwear had been dyed red by my now sodden "waterproof" suit. Many mercies for Gore-Tex nowadays!

Once a week I would take off the side panel, remove the plug, clean it and replace it. Two gentle kicks and my Lamb always started on the third. I know they have electric starters and automatic gears these days – but we knew how to ride!

I have so many memories of our days out – when it rained we had to be so careful of the thick, white, painted lines but when it was sunny it was magic. We were so lucky in those years as the smaller main roads were not speedways. Lorry drivers seemed to like us and always gave a friendly wave - they never drove up the back of my bike the way I feel they do now in my car. In fog we could see better than motorists and I well remember leading a cavalcade of cars up the Haylie Brae on my way home to Glasgow. Mind you, in those days 40-45mph was still quite fast!

I only wish I could remember the airfield and the name of the famous racing motorcyclist who, poor soul, was terrified at having to do a lap of honour as my pillion. He was so charming but shook with shock at not being in charge!

When we were out with the club we had to wear a crash helmet but at other times once one had a windscreen one could wear pretty dresses, bouffant



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petticoats, a pretty scarf... The boys would wear a nice shirt, tie, blazer and looked so smart. Yes, we were so lucky to be "scootin' around" in the late 50s. I had a circular blue felt skirt for the rally socials and cut out appropriately-coloured Lambrettas from felt and stuck them round the hem along with the correct registration number – it was a fun talking point.

I never did thank enough the members of Glasgow and West of Scotland Lambretta Club who came to my parents' home to escort me to be married at Merrylee Parish Church on 23rd January 1960. They waited outside the church and gave us an "Arch of Honour" of helmets. It was a magnificent gesture and I still hold it as a treasured memory. But I do hope other ex-Lambretta owners' memories are of the wonderful friendships and the help always so willingly offered.

Happy Driving Everybody

Margaret Dobie (nee Williamson)