



The Magazine of The Scottish Motorcycle Club

WELCOME...

to the summer edition and so far, weather wise, it's been a good summer. There aren't many Runs on the calendar at the moment, so if you fancy organising a Run or have an idea for one, get in touch with Gavin (events@scottishmotorcycleclub.org.uk) and let's make the most of the good weather. Apologies for the late publishing but, as you'll read later on we've been away!

Cheers, Janet Moss

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MEMBERSHIP

The current membership totals 61 and the only new member since the last (May) issue is Peter Emmins from Menstrie. He rides a Honda Super Blackbird.

GOLF COURSE CHALLENGE

We have got to one hundred visits on this year's Challenge. Two members are hovering on eleven visits with only one to go to get the Silver award – which of Gordon Robertson and Steve Middleton will get there first?

Others have increased their score since the last report in [BikeBytes](#) and a total of ten members now have eight or more visits recorded for a Bronze award (as at 14th July).

The table of visits is updated regularly and posted on the Club website [here](#), with a report summarising the latest news on the front page of the Member version of the site.

Members also report on their visits and trips in the Forum, exchanging useful information on the local details or advice on the route to the Courses. Most popular with ten visits each are Whitekirk in East Lothian and Crail in Fife. With only one visit so far Traigh on the way to Mallaig is the least visited, followed by Macrihanish down at the bottom of Kintyre with two visits.

Steve Middleton

Several members have let us know what they've been up to so far this summer...

As the weather here has been lovely George and I have gone some lovely runs on our bikes including the Borders (Jedburgh, Kelso, Duns & Greenlaw), Lochearnhead, Cupar and Balmaha, Loch Lomond. Since I got the 'cat last October I have put over 3,000 miles on the clock.

As the chain was badly worn with stiff links that prevented it being adjusted properly I got a lovely new 'gold' chain with sprockets supplied and fitted by DBS Pumpherston at a reasonable price of £150. What a transformation and the 'cat now drives like a new bike!

I was so impressed by the standard of workmanship and friendly manner of the guys at DBS I intend to get them to do any future servicing and repairs.

Michael Wight

I am a traditional motorcyclist at heart however, owing to certain recurring medical conditions, I have on a number of occasions had to revert to maxi scooters because of their general ease of use (CVT drive) and comfortable seating positions rather than having to give up motorcycling altogether.

I became aware of the NC700 (NC = New Concept) range when they first appeared in the market place and was especially interested in the automatic option. In May this year I tried an NC700DCT demonstrator and I was delighted to find that it was comfortable and generally suited me very much, not only because of its automatic gearbox but also because of its low centre of gravity and storage facility in the dummy fuel tank (The fuel tank extends from abaft the driver's seat forward and under the dummy fuel tank).

After studying up the various NC related forums and talking to people regarding the NC range - especially the new upgraded version i.e. The NC750 I decided to take the plunge and go for an NC750XDCT in the hope that this would be the final solution for me. The heart of the NC is its parallel twin engine which is apparently half a Honda Jazz engine. Consequently the NC has the character of a car engine topping out at around 6500 RPM delivering its performance and economy on low down torque rather than upon high revving power however that is where its similarity to the Honda Jazz ends. Honda's Dual Clutch Transmission (DCT) is probably the best twist-and-go system available. Unlike most automatic scooters and motorcycles which have Continuously Variable Transmission effectively creating an infinite number of gears by using a belt spinning between two pairs of cones the DCT utilises six gears just like most other bikes, and gives a throttle response just as direct.

There's an automatic box with two clutches providing various transmission options (D) drive mode (S) sports mode and (MT) manual mode.

One clutch is responsible for odd gears the other even and as one disengages first the other instantaneously engages second and so on which makes for extremely smooth shifts

and acceleration doesn't come in a series of surges between gear changes.

This is the second generation of DCT which has, in D mode, a new 'intelligence' allowing it to adapt to throttle input so if it detects leisurely riding then it too will become leisurely and visa versa. The DCT becomes much more responsive in Sport mode by increasing the revs and its corresponding default gear selections give more instantly accessible drive which is useful for the twisties, steep hills and for brisk riding.

Like any automatic gearbox, it can be fickle i.e. according to throttle actions the gearbox can change up or down at will however the D and or S modes can be overridden at any time by pressing one of the two manual shifter buttons each of which is located above and below the left handlebar grip. This is where the system starts to work best by letting the transmission take most of the decisions, but occasionally correcting it manually as and when required however any combination or variation of D, S, M/T and or shifter buttons can be used at any time. Ridden hard, the NC750DCT maximises its torque at all times and at low speed, it doesn't need to change down to accelerate hard.

I have had the 750 for about six weeks now, have covered off 2000 miles and so far I am averaging around 90 MPG although I must admit to mostly cruising around especially as the bike lends itself to this type of riding however it can fairly shift when asked to.

I have found that there was far too much wind pressure on my chest, too much wind noise around my helmet and too much turbulence in general so I bought a taller Puig screen which does the trick for me. Also I have had to have the storage lid / fuel lock repaired as the cable had been wrongly routed which made the lock very difficult to turn and now I am having a new lock set installed because the two keys were twisted / damaged by using them in the storage lock and they in turn are difficult to insert and use in the HISS ignition switch.

The chain is stretching fast and I have to keep on top of that. I have been out on long rides of up to seven or eight hours (with pit stops) and seat comfort continues to be VG albeit I had to raise the front of the seat to stop my weight moving me forward which occurred even with Honda's improved seat grip (NC700X has smooth seat cover). I fitted a genuine Honda centre stand – The stand itself took only a few minutes to install however stretching and connecting the springs took a little longer to say the least ! My next purchase will be a rear hugger then a radiator guard.

All good so far - I reckon I will be keeping this motorcycle !

George Kay

I hope to be back on the bike soon, after I settle back from my holiday - a few months in Oz and a few weeks in Ireland.

I felt the need to be on a bike while I was in Oz. So given my love of off-road I bought a KTM 450. After joining a trail riding group and a day welding a rack on the car, there I was ready for the trails of south east Queensland. I should mention this was one week before I was to fly back to Scotland. First time on the bike with all the new riding gear and all going

well for the first 30 minutes. Then it went down hill, I mean literally down hill and at the bottom in the mud I realised I had some damage to my knee.

However I can't say enough good things about QLD medical care and it seems the knee will be better soon.

I hope to see you all soon, and if you are wondering, yes I can't wait to get back on the KTM.

Norman Gifford

RABBIT IN THE HEADLIGHT

This time it's the turn of John Nicol to be in the headlight.



How long have you been a member of the SMC?

Joined in April/May 2013 through your Chairman John Hill. John and I met up when we were being observed on our various IAM test runs. We kept in touch since then and he suggested I come along on a run some Sunday, so I did and here I am.

When did you pass your test and what was your first 'proper' bike?

Passed my test on the 29th February 1968, easy one to remember !! This was my second attempt. Failed on my first attempt due to the lack of use of the front brake. Did not inform the examiner that my brake cable snapped on the way to the test station. First proper bike was a Triumph speed twin, leaked more oil than it used.

What would be your dream bike?

Wow !! so much to choose from these days. I am really a BMW man, so If I had the cash it would be the latest R1200RT. The improvements they make over the years is fantastic, so why did they not do all that for my 5 year old beemer ??

What is your favourite biking road?

The A93, Blairgowrie to Braemar road and onwards. That road never fails to amaze me, scenery and the variety of dips and bends is just amazing. To be honest you do not see much of the scenery as you have to concentrate on the road ahead, as you should. But have plenty stops on the way to Braemar to admire the scenery as it is fabby.

Where were you born and when (optional)?

I was born at Whitburgh Mains Farm, just outside the village of Pathhead. Just seems like yesterday, however most people will not agree. That was on the 1st September 1950. What a good year that was !!

What do you do for a living?

I am happily retired and have been so since April 2009. I enjoy tinkering and fettling my collection of bikes. At the moment I have a 1961 Norton Navigator (for sale if any one is interested), a 1984 BMW R80ST (my latest baby), and my main workhorse a 2009 BMW 1200RT. My other pass time is childminding for my 2 youngest grandchildren, boy are they hard work even if only for 2 days a week. You need the rest of the week to recover.

What's your favourite film?

Tough one, I am a western fan especially John Wayne so it has to be "She Wore a Yellow Ribbon", sad I know !!

What's your favourite food/drink?

Macaroni chips and peas, yum yum, drink well I like my real ales, my all time favourite is Theakstons XB, fabby. Also like a wee touch of Port now and again.

What's your pet hate?

Drivers parking their cars on pavements. Being a grand parent and obviously taking plenty of walks with prams or buggies, you will be amazed at the amount of drivers who contravene the Highway Code.

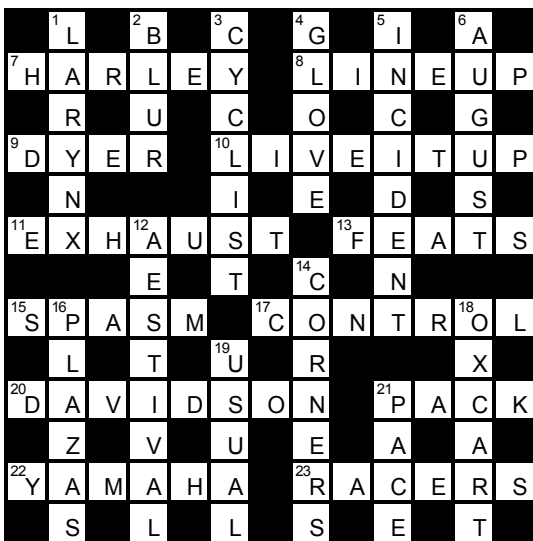
What 3 items (not including your family) would you rescue from your house if it was burning down?

IPad, mobile phone (so I can call the fire brigade), jacket just in case it is raining.

Who from history would you like to meet and why?

Thomas Telford, he was a great engineer in his day. He had some fantastic achievements, and a lot are still around to this day.

SOLUTION TO LAST EDITION'S CROSSWORD



A HOLIDAY IN DESENZANO ON LAKE GARDA (EVENTUALLY)

Day 1- Saturday 28/6, we met up with Ken and Fiona (Eddie) and made our way down to Newcastle for the evening sailing of the ferry to IJmuiden near Amsterdam. Fiona won a bottle of champagne at bingo, so that went down well, along with the beer and wine.

Day 2 – after queuing up with about 300 other bikers to get off the ferry, we headed towards Amsterdam and then south into Germany, stopping off in Cologne for lunch and a look around the city and very tall Cathedral. Following the Rhine we had our evening in a Ghotel which was excellent value for 58Euros for a double room in Koblenz.

Day 3 - Monday saw us again following the spectacular Rhine, stopping in Worms and then Heidelberg for lunch before our next night, still in Germany, in Herbrechtingen at a hotel that served great steaks and more big beers.

Day 4 – it was into Austria and along some stunning roads surrounded by mountains, through quaint villages and bizarrely, fields full of sheds! Nauders was our stop for that night in a typical steeply roofed, wooden, Austrian chalet.

Day 5 – the mizzle had descended overnight and we headed south across the Italian border and up over the Stelvio Pass which, if you've done the Belach Na Ba road to Applecross, is a doddle. Coffee in Bormio but then it was onto the Gavia Pass which wasn't a doddle! Single, potholed road with sheer, unprotected drops and sheep. We headed further south and it got really hot as we negotiated several long tunnels along Largo d'Iseo. The atmosphere in the tunnels got progressively worse as it got hotter and breathing became quite difficult. Through Brescia and into Desenzano on Lake Garda where we found our apartment with a secure garden for parking the bikes, this was to be our billet for the next week.



Nearly at the top of the Stelvio Pass, it was quite chilly!

Day 6 to Day 11 – Train to Venice, bus to Verona, on the bikes around the Lake (which took 3 hours) and the ferry boat visiting various towns on the Lake kept us busy for the week. This was interspersed with lots of sampling of the local food, beer and wine.



A selfie of the 4 of us in St. Mark's Basilica, Venice and the Piazza Del Erbe in Verona.

Day 12 – the start of the journey home. We left Desenzano and headed north through the Dolomites and the Brenner Pass to Innsbruck, turned left, through Austria, a bit of Switzerland, then back into Germany and up the side of Lake Konstanz to our hotel in Konstanz town. Dinner in a Brauhaus for more meat and beer.



Lake Konstanz in the rain and dinner time at the Brauhaus.

Day 13 – from Germany into France, stopping in Thionville for the night at the Mercure Hotel, with a bike park right opposite the Police Station.

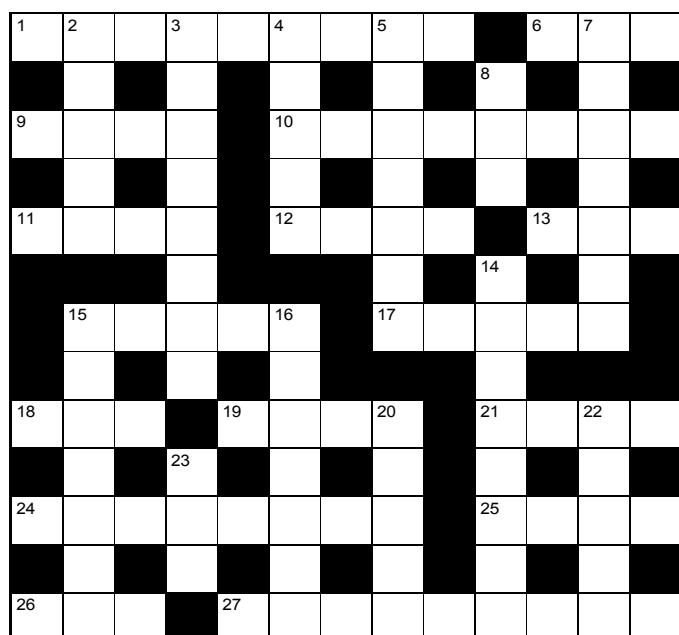
Day 14 – a long day taking us through France, Luxembourg, Belgium and Holland where our last night was in an excellent, great-value-for-money Best Western City Plus Hotel in Gouda. We found a great steak and cheese restaurant just off the Market Square where cheese fondue was on the menu for Ken and Fiona.

Day 15 – a short ride back to the ferry for the overnigher to Newcastle. There was an excellent cafe called l'amuse which did great baguettes for lunch at the ferry port. No winning the bingo this time unfortunately.

Day 16 – nearly first off the ferry into the rain at Newcastle saw us heading down the road for home. The rain stopped as we crossed the border.

John and Ken led alternate days which worked well (with Janet as the filling in the sandwich). Approximately 2100 miles visiting 10 countries (some more than once). Every kind of weather and temperatures ranging from 3°C to 32°C. Stunning scenery and roads. A good mixture of riding and relaxation. No major mishaps and no rows! All in all a brilliant holiday!

Janet & John Moss



ACROSS

- 1 Apparatus or tools (9)
 6 Centre part of wheel (3)
 9 Pointer or indication (4)
 10 In a way that's like no other (8)
 11 Parody or spoof (4)
 12 An outing (4)
 13 Winter road hazard (3)
 15 Get away (2,3)
 17 Merrily (5)
 18 Suitable for purpose (3)
 19 Piece of land surrounded by water (4)
 21 A thought (4)
 24 Guidance or direction (8)
 25 Public houses (4)
 26 Miles per hour, initially (3)
 27 Lively (9)

DOWN

- 2 Speedy (5)
 3 Initiating combustion or catching fire (8)
 4 Get on your bike! (5)
 5 Fixing with metal pins (7)
 7 Not fortunate (7)
 8 Big vehicle (3)
 14 Small vehicle (8)
 15 Area with many factories, homes, etc (5-2)
 16 Style (7)
 20 Keen (5)
 22 Boredom (5)
 23 Kind of aeroplane (3)

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