



# **Southern Sporting Motor Cycle Club**

# **CONTACT**

May  
2019

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## Your Committee

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President.....	John Mason
Vice President.....	Ian Slater, Mick Wallace, Richard Barnett
Chairman.....	Christian Gorth
Club Secretary.....	Ian Slater
PRO.....	Steve Pearce
Training Scheme.....	Chris Booker
Club Captain.....	Mick Wallace
Social Secretary.....	Heather Wallace
Editor.....	Sharon Roberts
Auditor - Club	
Auditor - Training Scheme .....	Rob Wood
Centre Board Delegate (2)	
Star Group Delegate (2)	
BMF Liaison Officer .....	Ian Slater
Minutes Secretary .....	Heather Wallace

## Dates for your diary

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<b>12<sup>th</sup> May</b>	Ship Inn, Hayling Island
<b>25<sup>th</sup> May</b>	Darts – Adelaide TBC
<b>2<sup>nd</sup> June</b>	Haines Museum
<b>22<sup>nd</sup> June</b>	Trivial Pursuits games night – Heather & Micks
<b>7<sup>th</sup> July</b>	Club BBQ – Heather & Micks
<b>28<sup>th</sup> July</b>	Picnic in the Park – venue to be confirmed
<b>21<sup>st</sup> Sept</b>	Curry Night (or similar)
<b>3<sup>rd</sup> Nov</b>	Brighton Veteran Car Rally
<b>22<sup>nd</sup> Nov</b>	Motorcycle Live: NEC Birmingham

# Editor's Comments

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I hope you didn't eat too much chocolate and can still fit into your motorcycle gear ready for the season. We've had some warm sunny weather this Easter which has been a treat, especially if you were able to go out and about on two wheels.

Its that time of year when the road racing season starts. This year there are 15 races planned in the Irish and International calendar. By the time we go to print, some club members will be getting ready to go across to the North West 200 and I for one can't wait. Page 9 is dedicated to NW200 Hall of Fame. This is closely followed by the Isle of Man TT so if anyone is going there, I'll make space in Contact for your story.... Hint hint!

We have interesting articles for you starting with filtering on a motorcycle. A bit of a controversial subject (a bit like Brexit) it is legal.

For those of you who wouldn't dream of speeding but would like to know the speed camera tolerances, have a look on page 16. Although written for cars, you may find the information interesting.

Keanu Reeves is featured on page 25. Who'd have thought this talented actor would be the owner of a motorcycle company as well. A dream come true for some! For others, their dream might be Carl Fogarty who is featured on page 27 and Break Time is on page 34.

If there are any articles that you think may interest others and are suitable for your magazine, please let me know and I will check them out.

Finally, I would like to congratulate Mrs Draper for successfully completing the London Marathon on Sunday. In doing so she has raised money for a very worthy cause, Whizz Kids. Fiona completed her run in 4 hours and 44 minutes. Well Done Fiona!



**At the start line of the Marathon**



**With her Medal**



# Minutes for April Committee meeting

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Meeting Monday 15th April 2019 – 29 Mandeville Road TW17 0AL

## In Attendance:

<b>Chris Gorth (CG)</b>	Chairman
<b>Chris Booker (CB)</b>	Training Scheme Organiser (by phone)
<b>John Mason (JM)</b>	Treasurer
<b>Ian Slater (IS)</b>	Secretary
<b>Heather Wallace (HW)</b>	Social Secretary
<b>Mick Wallace (MW)</b>	Club Captain

Meeting started at: 20:00hrs

**Apologies – Sharon Roberts, Steve Pearce**

## Minutes from the Last Meeting

There had been an error in the last minutes, in that the month had not been changed from February. This has been changed and they were proposed by Heather Wallace (HW) and seconded by Mick Wallace (MW) and were adopted without dissent.

## Matters Arising

Flowers and bottle of wine were arranged and sent to Sheila & Dave in Seaford. She sent an email and Facebook note thanking the club. CB has paid MW for the flowers.

## Correspondence

IS from the National Road Rally 6 & 7 July, is the Club prepared to offer a control point on Saturday 6th July from 1200hrs – 2200hrs. There is no information as to where this will be. MW has said he will make contact to get more information before the club commits.

IS had also received an email regarding a very old member Frank Lines asking about Frank's involvement with the club. IS has found info on the club trophies which he will pass on.

IS has received an email from a charitable organisation called Bike Tours for the Wounded, who take veterans from the forces on biking holidays as pillions. There are plans for a tour in USA and one in France. If you are interested in more information, let IS or HW know and they can forward the email to you.

## **Club Secretary**

IS advised that he had not received Joanne Bruce payments, HW has emailed to see if a cheque had been sent. Chriskna Dembinska, has paid

## **New Members**

Steve Lockie (not to be confused with Mini-me). Seconded by Mick Wallace. Lives in Amersham. Rides a BMW R100GS. Wants social roads and enjoys general biking and MotoGP. Joined us on the Pioneer Run and seemed to enjoy himself. IS has taken £9.

## **Treasurer's Report**

CB still needs to check the balance of the club books as he's not had the opportunity due to work commitments.

CB owes CG £5 for the AGM room payment. CG had also asked about the Club shirts, CB advised that there was XXL in Dark Blue & 1 M in Light Blue. £45 is owed to CG for the engraving of the club trophies.

CB has the forms to change the signatories over on the bank. It is now only a requirement to have 2 signatories on the account, so JM is already on them, CB is to come off and IS has agreed to be the other signatory.

## **Training Scheme**

CB has yet to look at the Training Scheme accounts and make any signatory changes.

IS has said that, pending the sale of the bikes, that the monies would go into the club account as both IS and JM will have access to it. It was agreed that this would be sensible.

## **Social Secretary's Report**

HW has book Bowling at the Airport Bowl for 7.30pm on 27th April, for 2 lanes with 3 games. She is waiting for confirmation of the booking and the deposit to be asked for.

The next event is Darts at the Adelaide, but this has to be confirmed with the Landlady.

## **Editors Report**

SR ask for a change in email address for Mike Roberts and was there any movement on the bike sales. Advised there was little interest, but the advert still had until the end of April to run, so there was still time for people to put in their bids.

## **Captain's Report**

MW advised that the run to Robertsbridge was well attended. It was his first bike ride in a good while and he is suffering today, but glad he managed it.

Looking at a run to Calshot Castle, but to be advised.

14 April - 1066 Café, Robertsbridge - Done

12 May - Ship Inn, Hayling Island

2 June – Haines Museum (A303)

7 July - Club BBQ – Heather & Micks

3 Nov - Brighton Veteran Car Rally

Public Relations Officer's Report

SP ask what should happen to the google adverts - Google places and Google + account?

The committee agreed that as the scheme was not operating and they cost money, then they should be closed down.

**Any Other Business-None**

## **Fixtures**

14 April - 1066 Café, Robertsbridge - Done

27 April – Bowling – Airport Bowl

12 May - Ship Inn, Hayling Island

25 May – Darts – Adelaide TBC

2 June – Haines Museum

22 June – Trivial Pursuits games night – Heather & Micks

7 July - Club BBQ – Heather & Micks

28 July – Picnic in the Park – venue to be confirmed

## **More Club runs to follow**

21 Sept – Curry Night or similar

3 Nov - Brighton Veteran Car Rally

12 Nov – Bowling – Airport Bowl

22 Nov - NEC Bike Show

**The meeting closed at 20:37hrs**

**Thanks were given to Heather & Mick for their hospitality.**

Next meeting – Monday 20th May – 3 Oakhill Gardens, Oatlands Drive, Weybridge, KT13 9JP

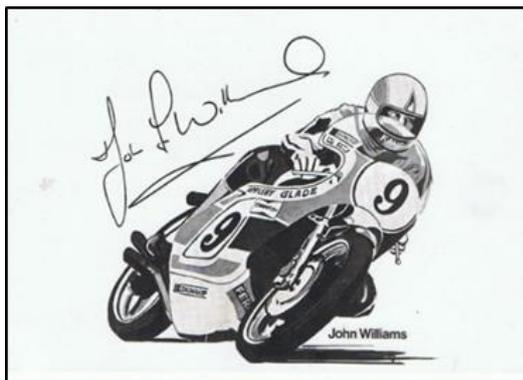
# North West 200 Hall of Fame

[www.devittinsurance.com](http://www.devittinsurance.com)

We've compiled the ultimate Hall of Fame for those amazing riders who have set records, broken records and left a legacy at the North West 200. Check them out...

## John Williams

Cheshire's Williams will always be in the North West 200 record books as he was the first rider ever to have taken a hat-trick of wins, the victories coming in the 1974 350cc, 500cc and 750cc races, all on Yamaha machinery. Later that year, he achieved the same feat at the Ulster Grand Prix.



At the North West 200 though, he first came to prominence with third in the 1971 500cc race and two years later he improved his results to a brace of seconds in the 250cc and 350cc races. His form was transferred onto the World stage too and he was soon snapped up by the Heron Suzuki team, winning the 1976 Belgian Grand Prix and becoming the first rider to lap the TT Course at more than 110mph.

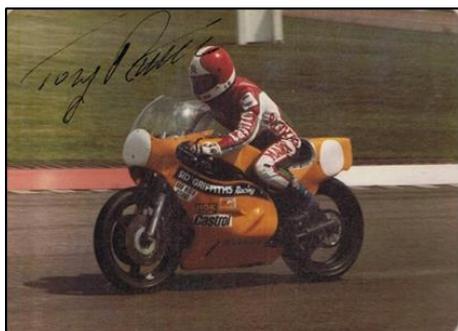
Success at the North West was missing that year, but he was back to winning ways in 1977 with a 500cc-Superbike double although it could have been a hat-trick as he ran out of fuel whilst leading the opening Superbike race with less than 500 yards to go. 1978 would prove to be his last ever North West 200 with third, and the fastest lap of the race, coming in the 500cc race as, sadly, he lost his life later that year at the Ulster Grand Prix.

## Tony Rutter

Tony Rutter made his North West 200 debut in 1970 and was immediately successful taking a podium, third, in the 250cc race. A year later it was a similar result in the 350cc race and he didn't have to wait long for his first victory around the 'Triangle' as he did a 250cc-350cc double in 1973, both times coming home ahead of John Williams.

The Midlands rider established himself as a formidable force at all of the International road races in the 1970s and the 1976 meeting saw him take no less than three runners-up spots in the 250cc, 350cc and 750cc races. By this time, he'd turned professional and was more than getting to grips with the bigger bikes too as seen by his rides with the JPS Norton and Honda Britain Endurance teams.

## Tony Rutter 1980



1977 saw Rutter back on the top step of the podium with a win in both the 250cc and 350cc races, the latter coming after a dead heat with Ray McCullough, the only tie in the history of the event. Two years later, he grabbed another double this time in the 250cc and 750 races, the latter being his first 'big bike' win. 1979 saw a similar story with yet another double, this time in the 350cc and 500cc races,

as well as a brace of seconds in the 1000cc races, his versatility again confirmed.

His last victory came in the 1982 350cc, a decade that saw him take four consecutive World Formula Two Championships for Ducati between 1981 and 1984. Despite entering veteran status, he was still very much at the top of his game but an accident at Montjuich Park, Spain in 1985 left him with serious injuries which effectively ended his career. His final NW200 tally read nine wins and 21 podiums.

## Joey Dunlop

It was as a relative unknown in 1976 when Joey Dunlop took his first North West 200 podium, finishing third behind Ian Richards and Tony Rutter in the 250cc race and he improved by one position in the corresponding race a year later. He was out of luck in 1978 but that all changed in 1979 when he took a superb 1000cc double on the 750cc Rea Racing Yamaha.

### Joey Dunlop at 1980 TT



After the death of his brother-in-law Mervyn Robinson at the 1980 meeting, Dunlop almost quit the sport but ultimately decided to carry on and the rest, as they say, is history. A year later he was part of the factory Honda team, an association that spanned for 20 years, and he immediately repaid them with a win in the 1000cc race. He was back on the winner's list in 1983 with a 500cc-Superbike double.

His final year of competing at the NW200 was in 2000 when he took pole position for the Superbike races on the unfamiliar Honda SP-1 although he was out of luck in both races. He went on to take three wins at that year's TT before tragically losing his life a month later at Tallinn, Estonia.

## Robert Dunlop

Younger brother of Joey, Robert Dunlop upstaged his brother at the North West 200 and it was only in 2016 when Alastair Seeley overhauled him as the most successful rider ever at the event. His first of his 15 wins came in the 1986 350cc race, the last time that particular race was ever run, and his mastery of all classes could already be seen as he took a podium in the opening Superbike race of 1987.

### Robert Dunlop at Aberdare Park, 1991



He repeated that result in 1989 but it was between 1990 and 1994 that he established himself as the King of the North West 200. He opened up the decade with a hat-trick, winning the 125cc race and both Superbike races on the fire-breathing JPS Norton. A second successive hat-trick was taken a year later, this time in the 125cc, 250cc and Superbike races.

He had to give second best to a flying Phillip McCallen in 1992 but 1993 and 1994 saw him take his third and fourth hat-tricks, the only rider to achieve such a feat, with the latter seeing him give the Honda RC45 its first ever International race victory.

Serious injuries at the TT a month later meant that his future racing activity was confined to the 125cc class, but he added another win in the 2006 125cc race and took second the year after to make it 25 podiums in total. In a cruel twist of fate, a return to the 250cc class in 2008 saw the bike seize in practice and he crashed heavily at Mathers Cross, sadly losing his life at the meeting that had given him his greatest success.

### **Phillip McCallen**

He might not have the record number of wins or podiums at the North West 200, but Phillip McCallen still holds one significant record at the event – the highest number of wins in one day (5). He achieved that in 1992 when he proved unbeatable and, had it not been for a fall in the second 250cc race it could well have been six!

### **Phillip McCallen at Killalane, 1988**



The Portadown rider had established himself to be a force to be reckoned with in the late 1980s and he was soon snapped up by Honda Britain, his first podiums at the North West coming in 1990. The following year saw him claim his first victory, in the Supersport race, and despite being up against some of the finest ever road racers, including the Dunlops, Carl Fogarty, Steve Hislop, Ian Simpson and Michael Rutter, he continued to take wins and podiums throughout the

decade.

Overall, McCallen took wins in the Superbike, Supersport 600, Supersport 400 and 250cc categories and although back injuries sustained in a short circuit crash led to a relatively early retirement, a switch to Yamaha in 1999, his final season, saw him take his 27th and 28th podiums with second in the Supersport race and third in the Superbike.

### **Ian Lougher**

Welshman Lougher's career spanned over 30 years and he was as successful at the North West 200 as he was elsewhere on the roads. Like the TT and Ulster GP, Lougher was always in contention for the wins no matter what the class and it was in 1990 when he graced the NW200 podium for the first time, three appearances being taken that year with second and third in the 250cc races and another third achieved in the 125cc race.

### **Ian Lougher at Scarborough, 2008**



It was the latter that saw him have his finest moments on the Causeway Coast and although his first win came in the 1991 250cc race, it was in 1999 that he really started to be a major force. It was that year that saw him win his first 125cc race and he did the same every year up to and including 2004, the only rider to win the same race five years in a row.

By then, he was a star performer in all of the classes, podiums in the Superbike races being taken in 2000, 2004 and 2005. A Supersport win was taken in 2002 with a Superstock victory coming in 2005. His final podiums came in 2008 with a brace in the Supersport class and his record around the Triangle reads an impressive eight wins and 26 podiums.

## Michael Rutter

Son of Tony, the North West 200 was where Michael Rutter made his real road racing debut in 1991 and, 26 years later, he's still going strong. A steady few opening years saw him record solid results but in 1995 he made the breakthrough when he took second on his Ducati in the Superbike race.

### Michael Rutter at 2010 TT



That began a period of results of the highest order from the Midlands rider and although retirements denied him two wins in 1996, he made up for it the following year with his maiden victories coming in the feature Superbike and Supersport races. Another win was taken for Honda Britain in 1998 but a switch to V&M Yamaha in 2000 saw him take a hat-trick of victories.

By this time, Rutter was very much the man to beat in the Superbike class with four wins being taken between

2003 and 2005, the middle year seeing him become the first rider to break the 200mph barrier through the speed trap. A ninth Superbike victory came in 2008 whilst his 14th win was achieved in the second Super twins' race of 2017. With four podiums in 2017 and another in 2018, his overall tally now reads 32, which is the second highest of all time.

## Bruce Anstey

Although he'd taken a podium at the 2000 TT, Bruce Anstey was still relatively unknown when he arrived at the North West 200 for the first time in 2002 but he was an instant hit, becoming one of the few riders to win on their debut around the Triangle. Since then, he's become one of the greatest road racers of all time and finished on the podium at least once every year between 2002 and 2015.

### Bruce Anstey at TT 2004



That first win came in the Production 1000cc race, a class where he really made his name with another win coming in 2004. He then took a brace of wins in its replacement, the Superstock class. During that period, he was an ever-present member of the TAS Suzuki team and, after taking a double in 2006, he joined a select group of riders to take a hat-trick, three wins being taken in 2007.

He had to wait seven further years for his tenth victory, but it finally came in the 2014 Supersport race on the Padgett's Honda, the team he joined at the beginning of 2011. As mentioned though, podiums were continually being racked up and he now has 25 to his name, the most recent coming in the 2015 Superbike race.

## Steve Plater

Like many others before and since, Steve Plater's debut on the roads came at the North West 200, in his case in 1995, and two years later he made his first impression on the leader board with sixth in the Supersport race and seventh in the Superstock.

### Steve Plater at 2008 TT



By 1998, he'd gained support from Honda Britain and it was this year that saw him climb the podium at the North West for the first time with second and third in the same two races. As his career in the British Superbike Championship took off, Plater was absent from the event for a few years, but he was back in 2003 and was immediately back on the rostrum with third on the SP-2 Honda in the Superbike race. Continuing with Honda, he was again on the podium in 2005 and a year later he finally took his first wins with a superb Superbike double.

A switch to Yamaha didn't halt his progress either as 2007 and 2008 saw him take four wins in total, two in the Superbike class and two in Supersport. He then switched back to Honda for 2009 adding two more wins to his rapidly increasing tally and 2010 looked like it would give him more of the same until he crashed in the final stages of qualifying. He quit road racing soon after but remains one of the major ambassadors for the event.

## Alastair Seeley

Alastair Seeley made his North West 200 debut in 2004 and, save for a one-off appearance at the Ulster Grand Prix, it's the only road race he's ever competed in. However, he's more than made it count and since 2008 he's recorded a staggering 24 wins to become the most successful rider in the history of the event.

### Alastair Seeley at BSB 2013



A steady debut didn't really indicate what lay ahead but in 2006, two top five finishes in the Supersport races most certainly did and a year later he claimed his first podium with second behind Bruce Anstey in the Superstock race. In 2008, he took his first win in the corresponding race and since then he's more than established himself as the man to beat around the 8.9-mile circuit.

Riding Suzuki, Yamaha, Kawasaki and BMW machinery, Seeley has since added 20 more wins to his tally, taking at least one win every year since 2008. In 2012, 2015 and 2018 he took a hat-trick of victories, but he surpassed that in 2017 with four wins whilst he's also won races across the categories – Superbike (4), Supersport (12) and Superstock (8).

With a NW200 record now reading 24 wins and 36 podiums, both of which are the highest ever figures, Seeley comes into each meeting as the red-hot favourite and the success story shows no signs of slowing down.

# Filtering on Your Motorbike: What's the Law?

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Filtering on your motorbike is legal in the UK but there are still laws around when you can and can't filter.



Luckily, most car drivers in the UK now know that filtering by motorcycles is entirely legal. They've probably watched a police motorcyclist do it and then realised there is only one law and it applies to all of us.

Occasionally, though, you may come across some four-wheels Neanderthal who isn't quite up-to-speed on the legalities around filtering. So, it pays to make sure you are up-to-speed yourself and where you can and can't filter.

## So, what's the law on motorbike's filtering?

In 2006, a judge ruled in the case of Davis vs Shrogin that, "a filtering motorcyclist passing stationary or very slow-moving traffic could not be to blame if a collision occurred if the rider had no chance to take avoiding action."

Checking the Highway Code, under Rules for Motorcyclists, Rule 88 states, 'Manoeuvring. You should be aware of what is behind and to the sides before manoeuvring. Look behind you; use mirrors if they are fitted. When in traffic queues look out for pedestrians crossing between vehicles and vehicles emerging from junctions or changing lanes. Position yourself so that drivers in front can see you in their mirrors. Additionally, when filtering in slow-moving traffic, take care and keep your speed low.'

Then in Rule 160, where the advice is aimed more at other vehicle drivers, it clarifies this with, 'Once moving, you should be aware of other road users, especially cycles and motorcycles who may be filtering through the traffic.'

These are more difficult to see than larger vehicles and their riders are particularly vulnerable...'

So, it's clear that the Highway Code has specific provisions that cover filtering.

It means, the next time a car or van driver gets a little antsy on the subject, you can respectfully shove their, "Shouldn't even have been riding there, mate!" back down their throats with a "Highway Code, Rules 88 and 160. Mate."

You are allowed to filter, and other road users (including yourself, remember) should be aware of motorcycles filtering.

<https://www.bikerandbike.co.uk/filtering-motorbike-whats-law/>

## UK speed camera tolerances revealed: Is your car's speedo accurate?

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We investigate the internet rumours surrounding UK speed camera tolerances and whether your car speedo can be trusted

At the start of 2019, rumours swept the internet that speed camera tolerances on certain motorways were so strict, they would issue tickets if drivers exceeded the 70mph limit by just 1mph.

Those stories turned out to be untrue and unfounded. But rather than allow misinformation about speed camera ‘thresholds’ to circulate unchecked, Auto Express asked the UK’s 45 police forces via Freedom of Information requests how strictly their 3,224 speed cameras enforce limits.

- UK speed cameras explained

The majority of the forces that responded said their cameras would only activate when drivers exceed the speed limit by 10 per cent plus 2mph, in line with prosecution guidelines from the Association of Chief Police Officers.

This means cameras won’t issue tickets until someone is driving at 35mph or more in a 30mph limit, or 79mph or more on the motorway, for example.

The Metropolitan Police, which uses a less strict, 10 per cent plus 3mph threshold, say this is “a proportional response to the high volumes of traffic” in the capital. Lancashire Police also sets its cameras so that they activate at 10 per cent plus 3mph and says that this has been done “to ensure greater tolerance or discretion”.

A number of forces wouldn’t tell us their camera thresholds, arguing that knowledge of these would encourage drivers to speed. All police forces that told us their thresholds said these applied to both fixed and average speed cameras.

## Speed camera thresholds across the UK

Police force	Number of cameras	Camera activation threshold
Avon and Somerset	41	10% + 2mph
Bedfordshire	38	Would not reveal threshold
Cambridgeshire	32	Would not reveal threshold
Cheshire	15	10% + 2mph
Cleveland	4	10% + 2mph
Derbyshire	18	10% + 2mph
Devon and Cornwall	98	10% + 2mph
Durham	0 fixed	10% + 2mph
Essex	63	Don't use a standard threshold
Greater Manchester	235	Would not reveal threshold
Gwent	21	10% + 2mph
Hampshire	36	10% + 2mph
Hertfordshire	53	Would not reveal threshold
Kent	109	10% + 2mph
Lancashire	34	10% + 3mph
Leicestershire	30	10% + 2mph
Merseyside	18	10% + 2mph
Metropolitan Police/TfL	805	10% + 3mph
Norfolk	26	10% + 2mph
North Wales	28	10% + 2mph
Northumbria	55	10% + 2mph
Nottinghamshire	48	Refused to confirm if threshold exists
Police Service of Northern Ireland	12	10% + 2mph
Scotland	173	Refused to confirm if threshold exists
South Wales	137	10% + 2mph
South Yorkshire	25	10% + 2mph
Staffordshire	286	Would not reveal threshold
Suffolk	4	10% + 2mph

Thames Valley	294	10% + 2mph
Warwickshire	28	10% + 2mph
West Mercia	23	10% + 2mph
West Midlands	33	Would not reveal threshold
West Yorkshire	402	10% + 2mph

## Can you trust your car speedo?

In addition to asking police how strictly their speed cameras enforce limits, we investigated how accurate the speedometers on 10 cars were. We did this by comparing how fast they said we were going with our actual speed, revealed by a VBox meter.

Car speedometers are not allowed to ‘under-read’ – they can’t tell you you’re going more slowly than you really are – but they are allowed to over-read by up to 10 per cent plus 6.25mph. So, they could read 50.25mph at 40mph.



All the cars we assessed were well within legal limits, although some read with near-perfect accuracy, while others over-read by 3mph. This, with the different approaches police have to enforcing limits, means some variance will always remain around speeding.

Commenting on our investigation, AA president Edmund King said it is “sensible to have some flexibility” with speed-limit enforcement, “as the last thing we need is drivers concentrating solely on the speedo and not the road”.

King added that, with speedometers becoming increasingly accurate, “Auto Express’s testing is a valid reminder to drivers not to gamble on their speedo perhaps providing some leeway”.

- UK speeding fines and how to appeal them

Our speedo accuracy test explained

The VBox is a clever piece of kit that uses a GPS signal to measure a car’s speed. It’s very accurate, gauging velocity to within 0.1km/h, so is perfect for assessing speedos.

We set our test cars to 30, 50, 60 and 70mph using the built-in speed limiter or cruise control to ensure a steady speed, then used the VBox to measure how fast we were going. This gave us a fair idea of the discrepancy between actual and indicated speed.

“Not many drivers have access to a VBox, but a separate smartphone app or sat-nav can give you an idea of how accurate your speedo is.

Model	True speed at indicated 30mph	True speed at indicated 50mph	True speed at indicated 60mph	True speed at indicated 70mph
<b>Kia e-Niro First Edition</b>	27mph	47mph	57mph	67mph
<b>BMW i3s</b>	28mph	48mph	58mph	68mph
<b>SEAT Arona 1.0 TSI 115</b>	29mph	49mph	60mph	69mph
<b>SEAT Tarraco 2.0 TDI 150 manual</b>	29mph	49mph	59mph	68mph
<b>Skoda Kodiaq 2.0 TDI 150 manual</b>	28mph	48mph	57mph	67mph
<b>Peugeot 5008 BlueHDi 130 manual</b>	28mph	48mph	57mph	68mph
<b>Volvo XC40 D4 auto R-Design</b>	30mph	49mph	59mph	69mph
<b>Mazda MX-5 2.0</b>	27mph	48mph	58mph	68mph
<b>Dacia Duster dCi 115</b>	28mph	48mph	58mph	68mph
<b>BMW 330i M Sport</b>	28mph	48mph	57mph	67mph

Report by Hugo Griffiths [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

## Kjeragbolten, Norway: A Cool Place for Hiking

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Kjeragbolten is a Norwegian boulder, located in the Kjerag mountain in Rogaland, Norway. The rock itself is a 5 m<sup>3</sup> glacial deposit wedged in the mountain's crevasse. It is a popular tourist destination and is accessible without any climbing equipment. However, it is suspended above a 984-meter deep abyss. It is also a popular site for BASE jumping.



Rogaland lies in a weak tectonic zone, allowing the river to dig into the surrounding sandstone fjord. During the several ice ages, which are known in Scandinavia, Norway was completely covered in glaciers. Between the ice ages, the melt-water formed and reformed the valley up to twenty-two times. After the last ice age, global warming caused a rise in sea level, flooding the fjords. The boulder was deposited during the last glacial period, at around 50,000 B.C.E. As the Norwegian Glacier melted, it was accompanied by a rebound in rock formations as the ice was removed. In Kjeragbolten's case, the rebound was actually faster than the rising sea level, which wedged the rock into its current position.

<https://www.bhavinionline.com/category/excerpts/photos-that-shook-the-world/page/2/>

## The AA to the rescue!

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So, the first run of the year got underway with the Pioneer run to Brighton. Dry weather and not a snow flake in sight but lovely weather as I mentioned in March's Contact. What I didn't mention was that I didn't quite get home as planned.

Mike and I left the Hotel at Box Hill at about 9.30am on Monday. The same receptionist who checked us in, checked us out. We had a quick chat about her biker boyfriend loving the area and using his bike for every journey, so was this the reason we were made so welcome?

We'd planned to stop at Leigh Delamere again as the halfway point and as it was cold, it really was a welcome break, no pun intended!



We enjoyed a cooked lunch, coffee and a warm rest before heading back out to the bike. The sun was shining now, so it was quite warm. We were looking forward to the rest of the journey home, but the old girl had different ideas and wouldn't start. I couldn't believe it. I was baffled. She had never let me down before. All the miles we had done together. I had looked after her and yet here she was, not playing at all.

It was like a comedy sketch, I turned the key and she gurgled then died.... I tried the key again, this time no gurgle just clicking as if she was tutting at me. No, let me try it again but just more clicking. Oh...dear! I called Mike over. He tried like I had been doing something wrong. She just clicked, and he scratched his head.

Only one thing for it, helmet off, jacket off, phone out and called the very nice man.

Within 40 minutes we had a visit from the first of three very nice men. He checked the connections with his little meter and concluded it was a flat battery. When I mentioned I had been driving for 2 hours and that it was unlikely to be the cause, he made a phone call for advice and finally suggested the alternator or the regulator rectifier. So dead then.

He arranged a recovery for us and left. We had to wait for a van with a trailer. It was warm now and we waited for about an hour. The AA have an app you can use, its extremely good to track the first response vehicle, but if they call for a

second vehicle, no chance. I had to ring again to check the call was still valid. Just saying!



Even though we were in a service area, parking is limited to 2 hours. I was OK, but Mike had waited with me. We called the number where you have to pay £15.00 for every hour over the two hours allowed and were directed to the WH Smiths store where we could purchase a ticket. Mike spoke to a very nice lady who told us that he just had to let her know what time we left and wouldn't need a ticket. Perfect.

So, 45 minutes later the second recovery vehicle arrived. We answered a few questions then hitched up the bike. Very clever what they can do these days.

It wasn't long before we were on the road. The very nice man, although he looked about 17, told me his shift was nearly over so he couldn't take me all the way home. I accepted this as it is after all, AA Relay. He called ahead to give an estimated arrival time at the next stop in Monmouth and assured me we would be met by the next driver. Sounds great in theory, but experience of a friend says differently.



We chatted about everything for the hour it took to get to Monmouth services. We pulled up, no site of the next recovery vehicle, no surprise there. The driver started taking the bike off the trailer, as he opened the back of the van, I thought I was dreaming as the next vehicle arrived.



We got the bike loaded for the second and last time and were on our way. Mike went off ahead knowing I was in good hands. Another hour chatting about anything and everything and we arrived home at about 7.30pm. Although it was a long day, all the

payments I had made to the 'fourth emergency service' had paid off and the service had worked for once.

The bike.....? Well, after digital collaboration with another very nice man, Steve, the problem was diagnosed and, it's been fixed. Happy Days! 🧐

# Keanu Reeves and his love of motorcycles

Hollywood star Keanu Reeves is a crazy two-wheeled enthusiast who has started up his own motorcycle company. [http://riderswestmag.com/rideon/article/keanu\\_reeves\\_and\\_his\\_love\\_of\\_motorcycles](http://riderswestmag.com/rideon/article/keanu_reeves_and_his_love_of_motorcycles)



The KRG T-1 is the brainchild of Canadian actor Keanu Reeves (R) and California-based bike builder Gard Hollinger.  
— photo courtesy Interview Hub

If you're a fan of the movie *Speed* or *The Matrix*, it's quite possible that you are also a fan of Keanu Reeves. This Lebanese-born Canadian actor is also known for his starring roles in *Point Break*, *Bill & Ted's Excellent Adventure* and the more recent *John Wick*.

He has an affinity for playing both the goofy, good-natured guy and the super cool action hero, but in real life, Reeves has been described as "down-to-earth" and "elusive." That hasn't kept him out of the spotlight, though. Throughout his career, he has earned several MTV movie awards and multiple nominations for best actor. He has also been ranked one of *People* magazine's 50 most beautiful people in the world and he's even got a star on the Hollywood Walk of Fame.

But what does Keanu Reeves have to do with motorcycles?



Over the years, Keanu Reeves has owned all sorts of motorcycles, from sport bikes to choppers to cruisers.  
— photo courtesy Interview Hub

A lot, actually. The now 50-year-old is an avid rider who's logged thousands of kilometres behind the bars of his favourite bike, the Norton Commando.

"Riding your bike is one of the greatest things you can do to clear your head and just feel the speed and the motion," said Reeves.

Unlike the many other riders out there, Reeves didn't get into motorcycles until he was a young adult. As a teenager growing up in Toronto, Ontario, he was more into playing ice hockey than anything (he is, after all, a Canadian—eh).

"I started when I was 22," said Reeves. "I was filming in Munich, Germany, at this film studio, and this young girl had a gorgeous (Kawasaki) Enduro motorcycle which she would drive around. One day I asked her to teach me how to ride it. So I started to ride that bike around the stage when she wasn't using it, and when I got back to Los Angeles, I got the first bike I saw that was similar. . ."

His next bike was a canary yellow 1971-ish Norton Commando. He then bought a 1973 Norton Commando—on which he can still be spotted bombing around the streets of L.A. today.

Norton's aren't his only passion. Over the years, Reeves has had everything from Suzuki sportbikes to Harley-Davidson cruisers in his stable. And lately, he has turned his attention to choppers.



**Keanu Reeves has owned only two cars in his life. His daily driver is a motorcycle.**

— photo courtesy Interview Hub

Apparently, Reeves likes to go fast. Or does he?

"I don't go as fast as I used to," he said. "I don't have a sense of fear, it's just that I've had enough accidents, a ruptured spleen, a lot of scraped skin and road rash that I don't really feel the need to test the limits as much. I also don't use riding a motorcycle as a way of getting rid of anger or frustration the way I used to. When I was younger, I used to get out on the road with the bike and just go as fast as I could and basically let it all out on the road. But after enough wipe-outs, you begin to think that that's not a really good frame of mind to be in when you're riding a motorcycle at high speed (laughs)."

For more information about the collaboration between Keanu Reeves and Gard Hollinger and their newest creation, see the website for Arch Motorcycle Company.

## Foggy on tap!

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King Carl teams up with biker brewery to make his own ale.



Seven-time world champion Carl Fogarty MBE has teamed up with Lancashire based Crankshaft Brewery to launch his own signature beer, Foggy Gold. “It’s something that I’ve wanted to do for a while,” Foggy told MCN. “So, when the guys from Crankshaft approached me about creating a beer with my name on, I was up for it straight away.”

King Carl, currently Director of Performance at CCM, took time out from developing his limited-edition Spitfire to indulge in a rigorous testing programme for the new tippie.

“As a lager drinker I wanted something light, so we did a lot of tasting and testing and this one came out top every time,” he said. “It’s kind of a crossover between a lager and a real ale - a golden ale.”

Crankshaft Brewery is located in Leyland, just a few miles from Foggy’s hometown of Blackburn, but there’s more than just geography that makes them ideal partners in this venture.

“I’ve marshalled at every level from club racing to Moto GP and the TT,” said Haydn Williams who runs the microbrewery with his wife Angela. “When the opportunity came along to work with Foggy, we said ‘let’s do it!’. All of our beers are inspired by Leyland’s engineering heritage and it seemed like a natural fit.

“We set out to produce an ale that was refreshingly light and not too hoppy. All the ingredients are British, such as the classic British hops and British lager malt that give it the distinctive golden colour. We chose the lion logo to reflect Foggy’s status as King of the Jungle and the chequered flag and flash of red to signify his racing career.”

Like most bikers, we’re fond of the odd pint ourselves, so took on the agonizing task of trying the stuff first hand. It slid down a treat, but we had a couple more just to check consistency...

Foggy Gold is currently available on tap at the Spread Eagle in Mellor, Lancs and in bottle direct from the brewery itself - see [www.crankshaftbrewery.co.uk](http://www.crankshaftbrewery.co.uk) for further info.

**By Jordan Gibbons Senior Reporter, MCN**

## Five of the best motorcycle routes in the UK

[www.rac.co.uk/drive/travel/motorbike-routes/best-motorcycle-routes-UK/](http://www.rac.co.uk/drive/travel/motorbike-routes/best-motorcycle-routes-UK/)

The UK is blessed with some of the finest motorcycle routes in the world, including stunning coastal roads, twisting mountain passes and sweeping moorland rides - enough to excite any motorcycle enthusiast.

Finding a good motorbike road in the UK shouldn't be too tricky – simply look for a roadside diner filled with happy motorcyclists.

But if you're looking for inspiration, check out five of our favourite riding roads. Whether you're after a leisurely ride over a number of days or a quick Sunday morning blast to blow away the cobwebs, you're sure to find something of interest here.



**A2, Antrim Coast Road, Northern Ireland.** According to Geoff Hill of the Telegraph, the A2 Antrim Coast Road is “one of the world’s great drives, rides, walks or cycles”.

As its name suggests, the road hugs the Northern Ireland coastline, running from Larne and up to the

world-famous Giant’s Causeway, taking in picture-perfect seaside villages nestled between the sea and the sloping glens.

We’d suggest riding the route at least twice – once to take in the spectacular views over the North Channel and a second time to focus on what should be an epic ride, full of twists, turns and sections that are so close to the sea you might feel like you’re floating on water.

Spare a thought for those who completed the road back in 1842. The team – led by Scottish engineer William Bald – used nothing but manual labour as they blasted their way around the coast.

### **A537, Cat and Fiddle, Peak District**

The A537 from Buxton to Macclesfield – more commonly known as the Cat and Fiddle road – is a mecca for keen motorcyclists.

It’s named after the inn – the second highest public house in England – which sits on the border between Cheshire and Derbyshire.



That the Cat and Fiddle is often referred to as one of the UK's most dangerous roads doesn't deter bikers who flock to the 11.5-mile ribbon of tarmac every high day and holiday.

For years, the Cat and Fiddle road was known as the best riding road in England, but a blanket 50mph speed limit and a succession of average speed cameras has put paid to antisocial riding.

Drastic measures needed to be taken, with statistics released a decade ago suggesting that motorcyclists accounted for 2% of traffic on the road, but 75% of deaths and serious injuries.



### **The North Coast 500, Scotland**

Why head out for an afternoon's ride when you can make a week of it? The North Coast 500 was created in 2014 by the North Highland Initiative and consists of a 516-mile route around the Scottish coast.

The focus here is not on knee-grazing corners but giving yourself time to enjoy the spectacular views over the Highlands.

The official route starts and ends at Inverness Castle, taking in the likes of Ullapool, Durness, John O'Groats, Dornoch and Inverness itself.

The official North Coast 500 website even has a ready-made 'Motorcyclist's Itinerary' – a five-day adventure packed with sea views, castles, inns and even a possible glimpse of the Loch Ness Monster. Get your panniers packed!

### **A39, Minehead to Barnstaple, Somerset/Devon**

The A39 is one of the longest and most important roads in the south west, connecting Bath with Falmouth.

But while we wouldn't rule out breakfast in Bath and a fish and chip supper in Cornwall, we're focusing on the glorious stretch of road that lies between Minehead and Barnstaple.



It starts off pleasant enough – a standard A-road with good visibility, sweeping bends and plenty of opportunities to pass slow moving caravans.

But things start to get really interesting as you exit the village of Porlock. A red sign warns of an impending 1 in 4 hills, advising caravans to use the toll road to Lynmouth.

Back in the day, Porlock Hill was the death of many vehicles, either through brake failure on the descent or the sheer struggle to make the climb. Of course, it will be no problem for motorcyclists, and the reward is a stunning ride over Exmoor, especially as you drop down Countisbury Hill and into Lynmouth.



### **A470, Cardiff to Llandudno, Wales**

The A470 – or Cardiff to Glan Conwy Trunk Road – takes in two National Parks and two separate coastlines.

Having left Cardiff, the road passes beneath the M4 and follows the Taff Valley to Merthyr Tydfil. Once beyond the former mining town, the road comes alive as it

heads across the Brecon Beacons, passing the Storey Arms, the starting point for many walks to the top of Pen y Fan – the highest point in South Wales.

From Brecon, the A470 twists and turns its way to Builth Wells, where we'd suggest taking a detour to take in the splendour of the Abergwesyn Pass, complete with 1 in 4 hills.

Once back in Builth, continue on the A470 to Rhayader, where once again we'd recommend a diversion to ride the roads of the Elan Valley reservoirs and indeed the Aberystwyth Mountain Road to Devil's Bridge and the coast.

Returning to the A470, it's north to Snowdonia National Park and onwards to the coast at Llandudno to complete a 185-mile ride rich in variety and changing scenery.

I can personally vouch for the last one! 🧐

## Best electric motorbikes of 2019!

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It's time to take electric motorbikes seriously. In 2016, Germany voted to ban the internal combustion engine by 2030, and the UK Government is under pressure to bring its ban on the sales of new petrol and diesel cars and vans forward from 2040 to 2032. This will then have a direct impact on the motorcycle market, too.

Latest news: Honda reveal CR-E electric concept motocross bike

Tesla have made huge steps towards bringing electric cars into the mainstream, even working to improve the infrastructure by installing fast-charge points at service stations. It doesn't look like they have any interest in launching a motorbike anytime soon, but others are making serious progress and they're getting pretty good.

The best electric motorcycles in the UK to buy now:

### Zero SR/F



When launched in Amsterdam in February 2019, Zero claimed their SR/F streetfighter featured "industry-leading power, control and connection". We'll have to wait to ride it before making lofty claims like that, but on paper the 200-mile range, 110bhp and 226kg make it look like an attractive bet. The price, starting at £17,990 (before any Government grant is applied), could

easily be a sticking point, however...

This year's Pikes Peak will get another dose of whispering aggression with a handful of electric motorbikes whistling up the 156-corner 12.42-mile 'race to the clouds' at the end of June.

As well as roads royalty Michael Dunlop joining the hunt on a BMW S1000RR, Zero Motorcycles have announced they will race their new SR/F with Cory West on board.

The American began riding at the age of four and then started competing as a teenager, progressing from dirt ovals to tarmac, with some decent AMA success. This is his debut Pikes Peak challenge, and he is definitely one to watch...

Zero revealed their new SR/F streetfighter in Amsterdam in late February, claiming that it delivers an attractive blend of "industry-leading power, control and connection."

With production bikes expected later this year, it looks to deliver a tangible improvement in range capability and recharging time, blended with styling that marries its electric powertrain with sharp and modern – but largely conventional – naked streetfighter looks.

### **Vespa Elettrica**



Think of Vespa and you probably think of classic scooters propelled by two-stroke engines. Back at the 2016 Milan Show Vespa announced their own electric scooter, bringing the historic Italian brand firmly into the 21st century. The Elettrica has a guaranteed range of 62 miles, which is more than enough in the city, and orders

have started being taken on the Vespa website.

With production starting in Spetember 2018, Piaggio Group have actually already started taking deposits of £550 for their new Vespa Elettrica scooter online. The remaining balance of the £5999 price will be settled with a local dealer.

A full charge will take four hours and can be done through either a household plug, or from an outside charging point and the battery is good for 1000 cycles, which should see a life of between 50,000km and 70,000km.

### **Harley-Davidson LiveWire**



After years of talking and concepts and temptation, Harley-Davidson have unveiled their LiveWire electric motorcycle to the public in August 2018 ahead of a planned 2019 release. The bike features Showa shocks, a TFT dash with Bluetooth connectivity, and the option to fast charge the battery through the tank.

The LiveWire costs \$29,799 before tax in the US and that price puts it in direct competition with the Energica Eva, which on paper is either more powerful or lighter (Harley are yet to release either figure) although the LiveWire certainly has more gadgets.

Delivery is expected to be in the autumn, so you'll have to wait that bit longer to get your hands on one.

## **Energica Ego**



For 2017 we created an entire new category for the MCN Awards: Electric bike of the year. The Energica Ego took the first ever award after impressing us both on road and track, as well as around the TT course.

The Ego is also the basis for the racers that will be used in the MotoE series, still making its debut in 2019 in spite of a huge fire that wiped out all of the teams' bikes. The electric class will see riders like Britain's Bradley Smith battle with well-known names such as Randy Depuniet, Maria Herrera and Sete Gibernau.

## **Super Soco TC-Max**



Worlds away from the likes of the Energica Ego and Harley-Davidson LiveWire is the Super Soco TC-Max, which was one of two new Super Soco machines revealed to the UK at Motorcycle Live 2018.

With a top speed of over 60mph and around 133ft-lb of torque (similar to the Energica above) the bike aims to rival the performance of a petrol four-stroke 125, whilst remaining more economical.

With a planned price of just £3999, the removable, 72v and 45Ah lithium-ion battery fully charges in just four and half hours and offers a maximum range of around 80 miles.

What's more, there are also Brembo hydraulic brakes and a combined braking system to help it pass Euro4 legislation. The battery was developed in conjunction with Amperex Technology Limited (the company that supply Apple with batteries) and uses pouch cells to pack more energy into a smaller space.

## Zero DSR



Zero have announced an upgrade to the DSR model for 2019, but MCN ran the previous version as a long-term test bike in 2018 and it impressed from the word go – proving to be a capable machine on shorter spirited rides. For 2019, the DSR gets a host of upgrades, including a new ZF14.4 battery.

Zero have also attempted to create an adventure bike for the electric class in the form of the DSR Black Forest. It comes with luggage and a 163-mile range (at city speeds) as standard, but optional upgrades like a range extending battery (£3000) can improve this.

Alternatively, a Charge Tank (£2300) will increase the charge-rate to 93 miles of range per hour of charge. Serious adventure touring on the DSR would be an expensive and impractical affair at the moment, but things are moving in the right direction.

[www.motorcyclenews.com/advice/best/electric-motorbikes/](http://www.motorcyclenews.com/advice/best/electric-motorbikes/)

# Arc invite investors to own a slice of a British motorcycle brand

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By Jordan Gibbons MCN



Jaguar Land Rover-backed firm, Arc unveiled their Vector project at Eicma, 2018, with a range of high-tech features including a helmet with heads-up display (that is also the key) and a jacket that warns you of impending danger using vibrations to “tap you on the shoulder”.

All that tech is accompanied by a 133bhp motor with 292ftlb of torque, a claimed range of 362 miles, but the most astounding stat is the £90,000 price tag.

Start-up British electric motorcycle manufacturer, Arc, have released the details of their new crowdfunding opportunity. Unlike some crowd funders where you effectively just buy something in advance, the Arc scheme is a proper investment. That means if you do put your cash in, you’ll own a slice of a British motorcycle company.

Obviously if you only invest a small amount then you’ll own a teeny amount of the company, no Gordon Gecko hostile takeovers here, but in return for your support at such an early stage Arc are offering a few perks.

The perks range from the smallest investment of £500, which bags you a VIP tour of the manufacturing facility and your name inscribed on the wall, all the way up to a £500,000 investment, which gets you a custom-made Arc Vector.

Now, we’re not financial experts and Arc are a young company, but how many opportunities do you get to invest in a British motorcycle manufacturer? If you’re interested head to the Arc website where there’s more info plus all the legal investor information.



The investment is part of a much larger round of fundraising, which includes the multi-year deal struck with principle backers Jaguar Land Rover.

"The motorcycle community has played a huge part in my life growing up and in who I am today and I've always wanted to give something back to it," Arc founder Mark Truman told MCN.

"Inspired by the likes of Barcelona football club which is owned by the fans, it felt right to me to open Arc up to this community, giving them a chance to invest in what we're doing and our vision to improve and protect the joys of riding a motorcycle."

The radical electric motorcycle company have also confirmed a host of other new plans for the business, including a brand-new production facility opposite Aston Martin in Wales, as well as revealing the latest steps towards getting its finished

Vector bike on the road.

Since the Vector was first unveiled in November, Arc have been hard at work refining the design and testing the bike on the track. This has resulted in a decision to use a larger motor, which not only guarantees the performance required but also improves the bike's dynamics.



Arc say they've gone through numerous revisions that have removed excess material, lowered the centre of gravity and reduce overall mass. With much of the testing now complete, the final parameters for the carbon swingarms are now being set allowing Arc to begin production tooling.

Arc have also announced that they are to open a new, state-of-the-art manufacturing centre in Wales. The 65,000 sq. ft St Athan facility will begin production in 2020 and will host not only bike production but also a club house, a test track and a helicopter landing pad, naturally.

### **Arc Vector key facts**

Motor: 399-volt electric

Performance: 133bhp / 292ftlb

Weight: 220kg (kerb)

362-mile range

Price: £90,000

# Break Time

## Caption Competition April's Photo

**Winning Caption:** : “these new helmet shaped mobile phones are cool, who said style over function was an issue !!!”

**Best of the rest** ‘Steve’s helmet to helmet radio system worked well till the string broke!’

‘If you hold it really close to your ear - you can hear the sea’.

‘I can hear voices, voices everywhere ...’

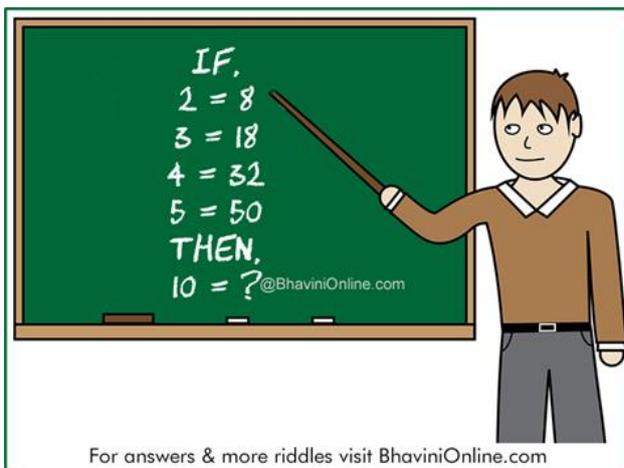


**Mays photo** - Send your suggested captions to me at:

[sharonroberts2412@gmail.com](mailto:sharonroberts2412@gmail.com)



When can you add 'two' to 'eleven' and get 'one' as the correct answer?



Benjamin can never tell a lie. Fred can never tell the truth. One of them said, "The other one said he is Fred". Which one said that? Explain.

[www.paulsguiz.com/other-quizzes-mainmenu-161/202](http://www.paulsguiz.com/other-quizzes-mainmenu-161/202)

Answers on page 43

## Regular venues

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**Wednesday evenings** from 8pm in the Adelaide Public House, Teddington.

**Saturday mornings** Sam's café, Nelson Road in Whitton. If there's a big rugby match on at Twickenham Stadium when we usually reconvene at Power Mill Lane café so it's worth getting hold of one of the team to get confirmation.

**24/7** We have a Club page and a Training scheme page so please "follow" both and make sure your views are heard.



**FIND IT OUT AS IT HAPPENS:**

<https://www.facebook.com/groups/8085330049/?ref=bookmarks>

**Contact:** This document should come out monthly... This document is restricted to club members only where the FB pages are more promotional and open to a wider audience so there may be more detail in this than we would share on line.

### Membership Benefits

CBS in Whitton give us a 10% discount.

BMF (British Motorcycle Federation). The affiliate membership is worth

mentioning when you next seek an insurance renewal or similar.

<p style="text-align: center;"><b>2019</b></p> <p style="text-align: center;"><b>BMF Discount Code</b></p> <p style="text-align: center;">The Discount Code for members of</p> <p style="text-align: center;"><b>Southern Sporting Motorcycle Club</b></p> <p style="text-align: center;">is</p> <p style="text-align: center;"><b>CLB19FJH</b></p> <p style="text-align: center;">This number may be used by your members to receive discounts on advanced tickets to all BMF Shows/ Rallies</p> <p style="text-align: center;">To receive discounts on insurance, travel and breakdown cover and other BMF Member benefits.</p> <p style="text-align: center;">To ensure your members get the most out of your affiliation to the BMF please circulate this number as soon as possible.</p>
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## May/June Events - Not Club runs but may be of interest

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<https://www.bikerandbike.co.uk/april-motorcycle-events/>

### **Bike 1066 Plus 'May Day Run' 'Britain's Biggest Free to Attend Motorcycle Festival' 5<sup>th</sup>- 6<sup>th</sup> May**

**Hastings, East Sussex**

For over 35 years thousands of bikers have visited Hastings every May Day Bank Holiday Monday and now, bike1066 is a part of that tradition. In 2014, bike1066 Spring Opener became as big as the world-famous Isle of Man TT Races. 41,000 bikes attended bike1066 in one day while an estimated 31,000 attended the Isle of Man TT. The festivities start on Saturday with a number of music and bike related activities.

**Prices: Completely free to everyone**

<http://www.bike1066.com/>

### **NORTH WEST 200 14<sup>th</sup>-18th May**

**The Paddock, Portrush Road, Portstewart, Northern Ireland, BT55 7PT**

Not a 'poor man's TT' (although a damn sight easier to get to) but one of the world's fastest road races attracting over 100,000 spectators in a festival atmosphere with another two million around the world tuning in and wishing they were there. Along with the Ulster GP, this race week attracts all of the top riders and all of the ballyhoo that comes along with them. Epic.

**Prices: Grandstand seats from £25**

<http://northwest200.org/>

### **Southern Classic Bike Show & Motorcycle Jumble 18<sup>th</sup> May**

**Kempton Racecourse, Staines Rd E, Shepperton, Sunbury-on-Thames, TW16 5AQ**

As well as the usual Kempton Motorcycle Jumble's huge array of stalls (at least 250) and bike sales area, the Southern Classic has additional displays of classic and vintage motorcycles, in the main hall under the grandstand. Expect rare and treasured bikes and plenty of passion from owners happy to talk about their restoration and maintenance. There are also awards for the best displays. You'll also bump into the odd famous face in the crowds.

**Prices: Adults £7 (£10 early bird before 7.45am), Kids under 15 free**

<https://www.kemptonparkautojumble.co.uk/southern-classic-show.html>

### **MCN Festival of Motorcycling-Saturday 18th May – Sunday 19th May**

**Peterborough Arena, Peterborough, Cambs, PE2 6XE**

There's something for everyone at the MCN Festival. All the big manufacturers turn up and often test rides are available. There's plenty of kit to buy, a dirt track complete with race events, club zones, stunt action and more. Camping is also available if you want to make a weekend of it.

**Prices: Adults £15 (£22 on the gate), Kids under 15 free**

<http://www.mcnfestival.com/>

**Ride of respect: Lee Rigby Memorial Ride 22<sup>nd</sup> May 2019**

<https://www.therideofrespect.co.uk/>

### **Bennetts British Superbike Championship 24<sup>th</sup> -26<sup>th</sup> May**

**Donnington Park Circuit, Castle Donnington, Derby, DE74 2RP**

The Bennetts BSB calendar has been revamped for 2019 to include not just one, but two, visits to Donnington Park including this late May Bank Holiday Weekend triple-header on the National circuit. Three Bennetts BSB races will headline the show (one on Saturday, two on Sunday), with a superb support line-up including action from the British Supersport Championship and much more.

**Prices: Adult, single day from £28.00, Kids 13-15: £17, Kids under 13 free.**

**Weekend from £38**

<https://doningtonpark.msv.com/DP-19-BSB>

### **Margate Meltdown 27<sup>th</sup> May**

**Ace Cafe, Ace Corner, North Circular Road (A406), London, NW10 7UD**

Now, we'll have none of that mods v rockers nonsense anymore, please. This is a peaceful event, well except the sound of a few thousand exhaust cans, setting off early doors from the Ace Cafe in North London over to the Kent coast. Ice creams all round and no sniggering at the scooterists.

**Prices: Free**

<http://www.acecafeevents.com/margate.html>



## June

### **MACH 3 – The Motorbike Festival 6<sup>th</sup> – 9<sup>th</sup> June**

**Rugby Pitch, Cae Hafren, Llanidloes, Powys, SY18 6LQ, Wales**

I know we said no music festivals but this one is different because of where it is: Smack bang in the middle of some of the world's best biking roads.

MACH is a unique motorcycling festival set in the lush, rolling hills and mountains of West Wales. Festival goers enjoy delicious home cooked food, fantastic live music across four nights, mass ride-outs, celebrity adventure guest speakers, a pristine location surrounded by some of the best roads in the world and the chance to be part of a community of like-minded bikers for 4 unforgettable days in May.

**Prices: From £72, £95 on the gate**

<http://www.themotorbikefestival.co.uk/>

### **Daventry Motorcycle Festival 8<sup>th</sup> June**

**High Street, Daventry, Northamptonshire**

The picturesque centre of Northamptonshire market town Daventry is handed over to bikes for a day of 'show and shine' displays, owners clubs and trade stalls. Local Blood Bike volunteers lead in rides – for more details of the start point see the event's Facebook page.

**Free to attend**

<https://www.facebook.com/DaventryMotorcycleFestival/>

### **Bennetts British Superbike Championship 14<sup>th</sup> – 16<sup>th</sup> June**

**Brands Hatch Circuit, Fawkham, Longfield, Kent DA3 8NG**

Round 4 of the Championship is on the Brands Hatch GP circuit. Each Bennetts BSB event also features a busy timetable of regular support races, including the Dickies British Supersport Championship, Hel British Motostar Championship, Pirelli National Superstock 1000 and Pirelli National Superstock 600.

**Advance Prices: Weekend: Adults £37, Kids 13-15 £22, Kids under 13 free.**

**Raceday (Monday): Adults £28, Kids 13-15 £17, Kids under 13 free. Gate prices will be higher**

<http://www.britishsuperbike.com/>

### **Prescott Bike Festival 15<sup>th</sup>-16<sup>th</sup> June**

**Bugatti Owners Club, Prescott Hill, Gotherington, Cheltenham, Gloucestershire, GL52 9RD**

Famous for its 'Paddock Specials' – 100 invitation-only bikes – that you can get close to before the majority of them tear off up Prescott Hill. Rare Vintage, Classic, Modern, Special Build, Custom, Factory Race Bikes, Monowheels, Jet Powered and more. The Kickback Custom Show will also be held at this year's Prescott. There are also stunt bikes, featured displays (this year it's Norton), retail and dealer zones and more. And then there's the best bit... You can run your own bike 'Up the Hill'. See our preview from Spring 2017.

**Prices: Advance tickets start at £10, Gate: Adults £15, Kids under 16 free**

<http://www.prescottbikefestival.co.uk/>

### **Cassington Bike Night 24<sup>th</sup> June**

**The Green, Cassington, Witney, Oxfordshire, OX29 4DN**

Cassington Bike Night regularly attracts over 10,000 bikes for this annual one-night event, now in its 30th year. Bikes park up to line the streets, and everyone descends on the various food stalls and beer tent on the village green. The event is free, but donations are encouraged to help fund the event and raise a little extra for the village's charities.

**Prices: Make a donation in the buckets provided**

<https://cassingtonbikenight.wordpress.com/>

### **Brooklands Motorcycle Day 30<sup>th</sup> June**

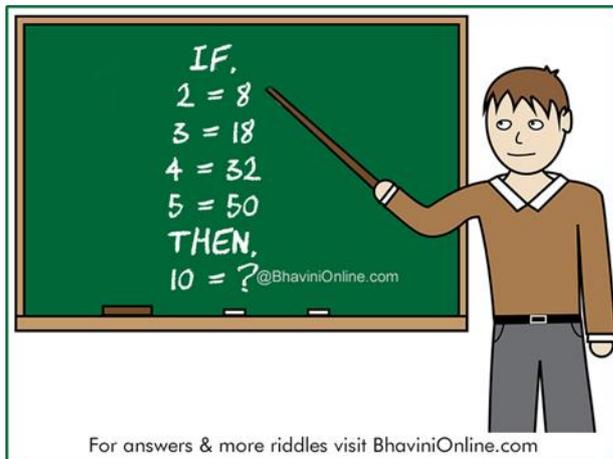
**Brooklands Museum, Brooklands Road, Weybridge, Surrey, KT13 0QN**

Join us as we celebrate a staggering legacy of motorcycling at Brooklands matched with the best of today's bikes and super-machines. The event will showcase some of the historic bikes in the Museum collection, many of which will be demonstrated by the Brooklands Motorcycle Team. Alongside them, latest models will be on display. The famous Test Hill, constructed in 1909 to test acceleration and power, will provide a unique opportunity to see how the pre-War race bikes fare against today's super-machines.

**Prices: Adults £14.50, kids 5-16 £8, Family ticket (2+2) £38**

<https://www.brooklandsmuseum.com/whats-on/motorcycle-day>

Answers to this month's conundrums.



Answer: 200.

Explanation: If you notice all the equations the result is the product of the given number and double that number.

So;

$$2 \times 4 = 8$$

$$3 \times 6 = 18$$

$$4 \times 8 = 32$$

$$5 \times 10 = 50$$

Therefore,

$$? = 10 \times 20 = 200$$

### Lateral Thinking

When you add two hours to eleven o'clock, you get one o'clock.

It was Fred. Since Fred can never tell the truth, Benjamin couldn't have said, "The other one said he is Fred" since this would be a true statement made by Fred.