



**Southern Sporting
Motor Cycle Club**

CONTACT

July

2019

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Your Committee

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

28th July	Closing Date for Contact Articles
7th July	Club BBQ – Heather & Micks
28th July	Picnic in the Park – venue to be confirmed
21st Sept	Curry Night (or similar)
3rd Nov	Brighton Veteran Car Rally
12th Nov	Bowling-Airport Bowl
22nd Nov	Motorcycle Live: NEC Birmingham

Editor's Comments

I welcome you to July's edition of Contact with news of another talented racer. As you may already know, Daley Mathison died at the 2019 RST Superbike race. The motorcycle community has come together to help and show support for his family.

Simon Bond has set up a GoFundMe page to help Mathison's family with the financial realities during this difficult time. At the time of going to print, the second goal has been set at £40,000 and has already reached £34990. If you would like to help, visit

www.gofundme.com/in-memory-of-daley-mathison

Page 8 has a recap and the race results for this year's Isle of Man TT.

This month we are advertising the Schemes Bikes that are still for sale. Please see page 8

Your magazine also brings a reminder of the changes to the insurance write off categories from 1st October 2017 (wonder what brought that on), 18 motorcycle type machines that have been built and a short article about an 18 year old who is running a motorcycle business. Steve Pearce has also written an article on the recent trip to the NW200.

What do you think are the benefits of riding a motorcycle? page 19 shares these. Page 41 has an interesting article courtesy of WRWR member Zofia Radzikowska from her Facebook page about her trials to travel through Iran by bike... if the mood takes you.

Summer is well and truly here; I hope you have all managed to get out and about on two wheels. (I hope I catch some of the good weather!)

My experience of dealing with the insurance following my accident has been frustrating. Regardless of having fully comp insurance, I have had to deal with 5 companies. The broker, the bike repairer/assessor, the solicitor, the injury specialist and the insurance company. When I had the accident I reported it to the broker, not knowing I also had to notify the insurance company (it's in the policy documents apparently!) I have found that there is a lack of communication amongst them all with me updating everyone else! The repairer messaged to say that the bike was unlikely to be repairable but didn't tell the underwriters who sent me a renewal notice. Next I had a message from the solicitor to say the third party had accepted liability but the repairers hadn't been told. Then the repairer said the bike hadn't been written off yet and the third party loss adjuster had to inspect the bike! I have now been told my poor bike is to be crushed. I have sent off the log book and I am waiting for a cheque....It has been quite stressful!

It's nice to see that former members can still find us via the internet. John Rennie completed a form on the SSMCC website which was prompted by a comment on the Motorcycle Show hosted by Henry Cole. He shares some of his memories which I have included in this edition.

As a quick note in case you hadn't noticed, the venue for the club BBQ will now be at Heather and Micks.



Odd Comments For July

First, I would like to wish Ian Slater a quick and fine recovery from his recent heart attack which was a surprise to him, he thought it was a sprained shoulder!

The next invalid is Mick Wallace and his on going back problem. We wish him the best.

Then Sharon who had an accident on her motorcycle on the NW200 trip.

Plus, Steve Pearce who had some sort of a sign step out in front of him.

Best wishes to them all.

July the 7th is the BBQ still going ahead. £5 per person payable to Heather or into the club bank account. If the weather is dry then I plan a ride to Newlands Corner via the Effingham route then back to Ian and Amoret's for the BBQ. Leaving Walton Bridge Cafe at 10.30am. I hope to go on my scooter so small bikes welcome.

As for the motorcycle training nothing is happening and it seems likely nothing will happen. We have sold three bikes five still to go. Are you interested before they go to the general public! I am sure a reasonable offer will secure to club members.

I believe it is time to close the schemes bank account and put any money into the club account. If someone has a good idea about training and needs money, then all they need to do is put it forward. Send comments to contact.

The ride to the Haines Museum was good on the way there but rained a bit on me halfway back.

With Mick and Ian unwell at the moment I will endeavour to sort out some future rides. Keep an eye on contact or your emails.

Hope to see you out and about.

John Mason.

President.

* The BBQ is now being held at Heather and Mick's - Ed.

SSMCC Committee Minutes- June 2019

Meeting Monday 17th June 2019 – 29 Mandeville Road Shepperton TW17 0AL

In Attendance:

Chris Gorth (CG)	Chairman
Chris Booker (CB)	Training Scheme Organiser
John Mason (JM)	Treasurer
Steve Pearce (SP)	PRO
Ian Slater (IS)	Secretary
Heather Wallace (HW)	Social Secretary
Mick Wallace (MW)	Club Captain

Meeting started at: 20:00hrs

Apologies – Sharon Roberts

Minutes from the Last Meeting

The minutes were proposed by Heather Wallace (HW) and seconded by Chris Booker (CB) and were adopted without dissent.

Matters Arising

Nothing arising

Correspondence

Ian has received enquiries from 2 people, found us via the internet. One has a Ninja. Also contacted by past member John Rennie said he had heard the Bar1 Club mentioned on the Henry Cole programme and thought we would be interested.

Several committee members received a text message from Dave Regan. Dear John, I have a couple of question. Saw that club bikes were for sale and wanting to know why they weren't advertised. He said he may be interested. John advised that the bikes had been advertised in Contact and sent the relevant copy. He also told him what bikes were left.

Club Secretary

Nothing to report

New Members

No new members.

Treasurer's Report

Angus Craig-Wood has paid £5 for BBQ.

Training Scheme

Scheme has closed now. No further action taken with the scheme so John asked if the training scheme account should be closed and monies transferred to club account to ring fence. The committee said that at the AGM it was agreed that the account remain active for 2 years.

John mentioned about going to the garage to clear it out. Bikes will stay, but he wants old batteries and other unnecessary items cleared out.

Arrangements will be made to clear the garage of batteries. Helmets will need to have their straps cut out and dispose of them. Clothing can go to recycle bin.

Catering boxes need to be collected and brought down for the BBQ.

Social Secretary's Report

Trivial Pursuits evening is still planned for 22 June at the Wallace's.

Club BBQ 7th July

Heather has asked that there be a venue change for the BBQ and that it be moved to 29 Mandeville Road Shepperton TW17 0AL – the Wallace's. Basically, this will make it easier for Heather to prepare, especially as Mick will likely be in hospital or only just released.

A ride to Newlands Corner has been arranged by John on the morning of the 7th July meeting at Walton Bridge, with the intention to come back to Heather & Mick's. The ride will be weather dependant.

Editors Report

Nothing to report. Articles for Contact by 28th June please.

Captain's Report

The ride out to the Haines Museum was led by Ian Slater with John Mason, Heather Wallace, Chris Gorth & Steve Lockie. It was dry going out but rained on way back. Couple of people went around the museum.

Mick said that due to him being incapacitated and Ian not fit either at the moment, club runs may need to be postponed.

John said he would be happy to take the lead. Mick will think of other venue options, and review & revert with more dates.

7 July - Club BBQ – changed to Heather & Mick's due to change in circumstances.

11 August - Arundel

3 Nov - Brighton Veteran Car Rally

Public Relations Officer's Report

Steve has a couple of items. The website is still getting some hits to the training scheme link, which does say that the scheme has closed down.

In May 97 people viewed the SSMCC site with 230 hits.

Steve wanted to know who had set up the calendar under Events – Members Area as he cannot get into it. Steve has sent an email to Lisa Davidson, Estelle Potter, Doug Chaney & Rob Wood to see if they can help.

It was also agreed that as website was getting viewed, and that the training scheme was closed (there is a message on this area), that something needs to be more obvious under the About the Club tab to advise those that look, the activities that the club has, both ride and social.

Post Meeting Note – Facebook is still available to club members.

Any Other Business

Ian has said if anyone is interested in buying any of the rest of the bikes.

CBS has agreed that the bikes (one at a time) can be taken to them, for any viewing purposes. If no takers, they will go up on eBay. Bikes that are left are YBR, Elec CG, GN125, Red Torpedo and Honda Vision.

Fixtures

22 June – Trivial Pursuits games night – Heather & Mick's

7 July - Club BBQ – Heather & Mick's

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

More Club runs to follow

21 Sept – Curry Night or similar TBC

3 Nov - Brighton Veteran Car Rally

12 Nov – Bowling – Airport Bowl TBC

22 Nov - NEC Bike Show

The meeting closed at 21:20hrs

Thanks were given to Heather & Mick for their hospitality.

Next meeting – Monday 22nd July – Flat 3, Oakhill Gardens, Oatlands Drive, Weybridge KT13 9JP

Training Scheme Motorcycles for sale



~~2009 Yamaha YBR125. 4,000miles. Mot to Nov 19. Reserve Value £800 (Bid Ref LVF)~~



~~2009 Yamaha YBR125. 4,000miles. Mot to Nov 19. Reserve Value £800 (Bid Ref LVG)~~



~~2005 Suzuki GN125. 16,500kms. Mot to Oct 19. Reserve Value £400 (Bid Ref GN)~~



~~1991 Yamaha RXS 100. 9,300miles. Mot to Jan 2020. Reserve Value £500 (Bid Ref RXS)~~



2002 Honda CG125 (Electric Start). 10,800miles. Mot to Oct 19. Reserve Value £500 (Bid Ref CGE)



~~2000 Italjet Torpedo 50. 6,900kms. Mot to Mar 19. Reserve Value £250 (Bid Ref TORPC)~~



2000 Italjet Torpedo 50. 6,800kms. Mot to Mar 19. Reserve Value £250 (Bid Ref TORPR)



1991 Honda Vision Met-in 50. 7,300 miles. Mot to June 19. Reserve Value £100 (Bid Ref VISION)

The Training Scheme motorcycles are now up for sale and as the Club members have been supporting the Training Scheme over the years, it seems fair to offer them to current club members, before they are advertised publically.

If you wish to make an offer on any of these machines, please send a sealed bid to Ian Slater, 16 Raleigh Way, Hanworth Park, Feltham, TW13 7NX. If you wish, please inform me by e-mail that you have sent a bid, so I can confirm that I have received it, at enquiries@ssmcc.co.uk

Please indicate the machine reference on the outside of the envelope, with your name and phone number/e-mail address, machine reference and price you wish to bid within the envelope.

All bids will be opened on Friday 26th July.

The reserve prices shown are an indication of their potential market value, the person who provides the highest/closest bid for any particular machine will be deemed the successful bidder.

A member is allowed to make bids on a selection of machines, if they wish. If so, please indicate the machine references on the envelope.

If you wish to make further enquiries regarding any of these machines, please let me know on enquiries@ssmcc.co.uk

The list of machines is as follows;

1. 2009 Yamaha YBR125. 4,000miles. Mot to Nov 19. Reserve Value £800 (Bid Ref LVF) - **SOLD**
2. 2009 Yamaha YBR125. 4,000miles. Mot to Nov 19. Reserve Value £800 (Bid Ref LVG)
3. 2005 Suzuki GN125. 16,500kms. Mot to Oct 19. Reserve Value £400 (Bid Ref GN)
4. 1991 Yamaha RXS 100. 9,300miles. Mot to Jan 2020. Reserve Value £500 (Bid Ref RXS) - **SOLD**
5. 2002 Honda CG125 (Electric Start). 10,800miles. Mot to Oct 19. Reserve Value £500 (Bid Ref CGE)
6. 2000 Italjet Torpedo 50 Scooter. 6,900kms. Mot to Mar 19. Reserve Value £250 (Bid Ref TORPC) - **SOLD**
7. 2000 Italjet Torpedo 50 Scooter. 6,800kms. Mot to Mar 19. Reserve Value £250 (Bid Ref TORPR)
8. 1991 Honda Vision Met-in 50. 7,300 miles. Mot to June 19. Reserve Value £100 (Bid Ref VISION)

I look forward to hearing from you soon.

Ian Slater

2019 Isle of Man TT Recap | Winners & Fatalities

The contrast between the 2018 and 2019 Isle of Man TTs was significant. In 2018, records were broken in every solo TT, including a new outright lap record of 135.452 mph posted by Smiths Racing BMW S 1000 RR pilot Peter Hickman during the Senior TT.

This year's TT was much different. Only one record was broken – a new race record during the opening Locate.im Sidecar race (Ben Birchall/Tom Birchall: 57:24.005, 118.317mph). As for the other seven motorcycle TTs, only two were run at full length – the one-lap TT Zero and six-lap Dunlop Senior TT.



Peter Hickman during Senior TT

All other motorcycle TTs, and the second Sidecar race, were shortened due to wet and misty weather conditions. This unsafe conditions on the 37.73-mile Mountain Course cancelled all but two days of qualifying, which provided a unique race schedule of:

Monday, June 3: RST Superbike, Supersport 1, Sidecar 1

Thursday, June 6: RL360 Superstock, Supersport 2, Lightweight TT, TT Zero, Sidecar 2

Friday, June 7: Dunlop Senior TT

For the first time in the IOMTT's 101 years of racing at the Isle of Man since 1907 – racing didn't occur was during the two World Wars (1915-1919, 1940-1945) – five TTs were held on a single day.



Dean Harrison during the Superstock race

When we previewed the race, we predicted three favourites – Hickman, Kawasaki’s Dean Harrison and Michael Dunlop, the nephew of the late Joey Dunlop, who holds the record for most TT wins at 26.

All three won races during the 2019 Isle of Man TT, with Hickman leading the way aboard his S 1000 RR. Piloting a “hybrid” bike that combined the frame of his Supersport with the suspension of his Superbike, the 32-year-old Englishman claimed the opening RST Superbike and RL360 Superstock TTs. He also won the second Supersport race.



Peter Hickman during Supersport 1

Hickman was hungry to win the Senior TT and become only the third rider in TT history to earn four TTs in a single year, but he had issues with his hybrid bike and had to ride a Superbike setup. He still podiumed, but missed the win to Harrison, who claimed his first-ever superbike TT victory for a total of three TT wins.

Dunlop also won, taking the Lightweight TT aboard the SC-Project Reparto-Corse Paton S1-R, taking him to 19 TT wins. It was also the 50th for the Dunlop family, but a sombre one considering the other three Dunlops had passed in motorcycle-racing crashes: his uncle Joey in 2000; his father Robert in 2008; and his brother William during last year’s Skerries 100 race in Dublin.



Michael Dunlop during Supersport 2 race

This puts Dunlop on third overall for most TT wins. Following the 2019 IOM TT, the top-10 record-holders stand at:

Joey Dunlop, 26

John McGuinness, 23

Michael Dunlop, 19

Dave Molyneux, 17

Ian Hutchinson, 16

Michael Hailwood, 14

Bruce Anstey, 12

Steve Hislop, Phillip McCallen, 11

Giacomo Agostini, Robert Fisher, Ian Lougher, Stanley Woods, 10

Mick Boddice, David Jefferies, Siegfried Schauzu, 9

2019 Isle of Man TT Deaths

One rider died during the 2019 Isle of Man TT – Daley Mathison of the UK, who passed during the opening RST Superbike race.

During last year's IOM TT, two riders died: Dan Kneen of the IOM, who passed during Superbike TT qualifying, and Adam Lyon of Scotland, who died during the Monster Energy Supersport 1 race.



Daley Mathison

During the 2017 IOM TT, three riders died: Davey Lambert of the UK, Jochem van den Hoek of Holland, and Alan Bonner of Ireland.

This brings the death toll in both TT and Manx Grand Prix races at the Isle of Man since 1911 to 253 riders.



Ben Birchall/Tom Birchall during Sidecar qualifying

2019 Isle of Man TT Results

2019 RST Superbike TT Results (Monday, June 3 – Shortened to Two Laps):

1. Peter Hickman, Smiths Racing BMW S 1000 RR, 34:08.008, 132.644 (average)
2. Dean Harrison, Silicone Engineering Kawasaki ZX-10R Ninja
3. Conor Cummins, Milenco by Padgett's Motorcycles Honda CBR1000RR

2019 Monster Supersport 1 TT Results (Monday, June 3 – Shortened to Two Laps):

1. Lee Johnston, Ashcourt Racing Yamaha YZF-R6, 35:48.337, 126.449
2. James Hillier, Quattro Plant Wicked Coatings Kawasaki ZX-6R
3. Peter Hickman, Trooper Beer Triumph 675R

2019 RL360 Superstock TT Results (Thursday, June 6 – Shortened to Four Laps):

1. Peter Hickman, Smiths Racing BMW S 1000 RR: 52:02.761, 130.488mph
2. Dean Harrison, Silicone Engineering Kawasaki ZX-10R
3. David Johnson, Honda Racing CBR1000RR

2019 Monster Supersport 2 TT Results (Thursday, June 6 – Shortened to Two Laps):

1. Peter Hickman, Trooper Triumph 675R, 35:27.780, 127.671mph
2. Dean Harrison, Silicone Engineering Kawasaki ZX-6R
3. James Hillier, Quattro Plant JG Speedlift Kawasaki ZX-6R

2019 Lightweight TT Results (Thursday, June 6- Shortened to Two Laps):

1. Michael Dunlop, SC-Project Reparto-Corse Paton S1-R: 1:15:05.032, 120.601mph
2. Jamie Coward, KTS Kawasaki
3. Lee Johnston, Ashcourt Racing Kawasaki

2019 TT Zero Results (Thursday, June 6):

1. Michael Rutter, Bathams Mugen: 18:34.172, 121.909mph
2. John McGuinness, Bathams Mugen
3. Ian Lougher, Idaten X RE

2019 Dunlop Senior TT Results (Friday, June 9):

1. Dean Harrison, Silicone Engineering Kawasaki ZX-10R, 1:43:49.521, 130.824 mph
2. Peter Hickman, Smiths Racing BMW S 1000 RR
3. Conor Cummins, Padgetts Honda CBR1000RR

2019 Locate.im Sidecar 1 Results (Monday, June 3):

1. Ben Birchall/Tom Birchall, LCR/Haith/Live Your Adventure Honda: 57:24.005, 118.317mph
2. John Holden/Lee Cain, SBR Honda
3. Alan Founds / Jake Lowther, Cloud Vapers Yamaha

2019 Locate.im Sidecar 2 Results (Thursday, June 6 – Shortened to Two Laps):

1. Ben Birchall/Tom Birchall, EIG Racing LCR Honda: 38:12.563, 118.494 mph
2. John Holden/Lee Cain, SBR Honda
3. Peter Founds/Jevan Walmsley, Rowtec Engineering/Morris Lubricants Suzuki

<https://ultimatemotorcycling.com>

2019 – North West 200 – the trip of mishaps

Planning as usual started late last year for the NW2000 trip as accommodation places can go quickly. We have a route that takes us to Scotland, across from Cairnryan to Belfast with decent crossing times.

Not as many club members this year. The group consisted of 7 members; Myself, Scott, Sharon, Mike, Douglas, Jim and Chris Booker and then 5 non-members who were Steve Morley (Honda VFR800, been on a few club trips), Chris Cains (BMW R1100RT) and Corin Cains (Yamaha XJ 600 and Suzuki Bandit 600, all will become clear later) friends, Marshall (Yamaha Thundercat who has also been on a few club day trips) and Graham Holmes (Suzuki Hayabusa GSX1300R) AKA the Brother in law.

3 days before the trip Chris Booker text to say he couldn't make the trip. So gutting, but, things change. The biggest problem was the loss of money. All the bookings are non-refundable and I don't think it's fair to ask everyone else to pay extra when the money has been worked out. So, although I tried several avenues to fill the space, it was too late in the day for people to get a week off work.

11 of us headed off to Northern Ireland but not all together as some were making their own way there.

This trip was cursed with mishaps. The first one with Graham. His ruck sack zip came undone allowing a pair of nearly new Van shoes, some expensive tee shirts and a fleece to leave said ruck sack and deposit themselves on the M1. I suppose it makes for lighter packing on the way home!

The meeting point was at J&S Accessories in Northwich, Myself, Scott, Steve, Chris and Corin all travelled from a sunny West Sussex area, to meet Sharon, Mike, Graham and Marshall. Lunch was had, we refuelled and then the rest of the journey was uneventful, but it was clear who could ride in a group and who couldn't.

With the first leg done and dusted and after 370 miles we needed to chill out. Checking into Travelodge in Carlisle, we showered and changed ready for dinner out. Last year we had a lovely Italian meal, but unfortunately the restaurant had closed down. A quick search of Google and we found a lovely place down the road so off we trek to be seated as soon as we walked in, which was great considering there were 9 of us. Graham disappeared. As his daughter's boyfriend is on a year's placement through Uni and lives in Carlisle they met up. A lovely meal and a couple of beers were had by all, a gentle walk back to the Travelodge for a nightcap and then bed as we had to be ready for breakfast at 7am.



The morning soon came around. I never sleep too well when away but was ready for breakfast on time and packed ready to go. Almost ready to go, a bit of faffing by some and off we set. Something didn't feel right, you know that "gut feeling".

Having been to Carlisle before we remembered that a fuel station was near the motorway, so we stopped there to allow the riders with little tanks (basically everyone except me on the GSA) to fill up. That done we headed off. I didn't feel great – I knew something wasn't right but couldn't put my finger on it. Anyway off we go.

I was leading as we joined the M6. I knew we were only on there for a short time, but stupidly didn't check the route before leaving and relied on the Sat Nav. I couldn't see it properly as the sun was directly on it, right behind me and too far left for me to create a shadow on the screen. I'm looking at the screen, moving around to try and get some shade and then looked forward and WALLOP! A bloody sign appeared in my lane to say the lane was closing. Marshall behind realised what was happening. Hitting the brakes as hard as I could brought on the ABS and swerved just hitting the sign with the left hand guard, my shoulder and the left pannier. I was fine, the hand guard (which saved my hand and the clutch lever) broke off as did the lid of the pannier. Now when you put clothes in a pannier it's always good to put them in a bag which I had and it's just as well as it ended up in the middle of lane 2 with my iPad inside, got clipped by a truck and car but stayed intact. All the bits that could be safely recovered were, we placed cargo-net around the pannier and we were off again. Just bloody angry at myself for this stupid incident. Only thing left was the pannier lid – god knows where that went.

We soon left the M6 and continued to head North West on the A75 not forgetting that trucks can still only do 40 on A roads in Scotland. We had several to overtake! Not shaken by the incident, but still angry we continued at a steady pace to Cairnryan. A few miles outside Stranraer we turned right onto the A751, nice and early for the ferry. We followed a silver car which then indicated RIGHT. (There is only one house on this road and they lived there). The brake lights and indicators were not very clear as the sun was on them. As I had difficulty seeing them (being first bike), I put the hazards on, everyone slowed down – except Corin. He didn't realise what was happening and came accelerating past a few others and rear ended Sharon on her beloved Honda CBF1000. Both bikes and riders were down following a really heavy hit. Graham being ex police took control with first aid and ordering people about. Do this, get that, keep the traffic going etc. He did great, ambulance called and Police arrived as expected. Sharon and Corin were attended to by the paramedics, who not only arrived very quickly but did an awesome job. When we could see all would be OK (as well as could be that is) Marshall and I headed to the port to see what we could do as our tickets were not changeable and we were now very late.

We arrived at the Stena Line check-in and were greeted by 3 pleasant ladies. We explained the situation to 'Jill' but she was already aware of the accident.

Going through some options, without hesitation she booked us on the later crossing. We knew that both the bikes wouldn't be rideable and both Sharon and Corin would continue the trip but as pillion – I casually said "Well, if we are getting the next ferry I can call in to Stranraer to see my cousin". Jill who was sorting the booking out said, "Who's your cousin"? (Stranraer has nearly 13000 people living in it, how the hell would she know Beverley!) "Oh, it's Beverley Knighton".

“I know her” she said, “she works in the Post Office in town”. The other two staff piped up that they had been on holiday with her and my second cousins – I mean what’s the chance of that!!! So, we have a little chat whilst they sort out the bookings saving us over £300 in fee’s!!!

*Note that we only saved these fees because they knew my family, so

booking directly with the crossing company could save you money in situations like this.

Back at the scene of the accident, we were able to push the bikes into the ladies yard and distributed the luggage between all the other bikes. Sharon and Corin were both thankfully fit enough to continue the trip, begrudgingly going pillion. We headed into Stranraer to The Custom House for some lunch and to meet my cousin who just by chance was on lunch break. Now for those of you who don’t know Steve Morley (he is a bit of a cake monster) he had a slice of cake BEFORE his lunch.



Steve Morley – Desert before Lunch

We all have a bite to eat and some (soft) drinks while a few try and view the footage of the accident from Grahams camera. Although it shows the incident, it’s not really clear on a phone or tablet.

I sent messages to Jim and Douglas who had made their own way to Ireland - How to get the keys for the caravans. I then called ahead and explained what had happened and paid the £500 deposit.

We got the later ferry and once in Belfast headed straight to the caravans in Portrush. We needed to go shopping for food and well-earned beer. That was one journey I was pleased to see the end of!

The plan had been to be in Belfast by 1:45pm and take the Giants causeway to Portrush, but as it was late we hit the motorways and went straight to our accommodation. Thankfully we arrived without further incident, unpacked and headed to Lidl for those all-important supplies.



Wednesday was a lazy day – Marshall disappeared off to his family, Sharon and Mike decided on an even lazier day by staying at Portrush. Sharon now had aches, pains and bruising following the accident. Jim wondered off on his own.

Being so close to Ballymoney we decided it would be rude not to visit Joey’s Bar (The Late Joey Dunlop) we went for a soft drink and the plan was to leave there in good time, head off for the Giants Causeway find somewhere with nice food and views for lunch. We did the bar and the memorial gardens (it doesn’t have anything there yet for the late William Dunlop. He died last

July following a crash at the Skerries 100 race).



Just as we were about to leave, Corin got a phone call from the insurance company (Carol Nash Brokers) and then spent over an hour on the phone to them, explaining the same thing 3 times to different people – very frustrating. So that was lunch missed!

We decided to ride to the Giants Causeway where Scott and I stayed with the bikes. Scott wasn't bothered about the landscape, and I had been there last year. This left the others to disappear down to the hexagonal stones and columns. Now we had lots of Chinese tourists all stopping and looking at the bikes. They seemed to love Douglas's Deville – 2 of them tried to sit on it!



A steady ride back to the caravans to get food and we decided on a BBQ . BBQ and food £6 Each, far cheaper than eating out. It was lovely - just so much washing up! It was a great night chilling out around the smallest BBQ we could find, cooking for 11 people.

Also that evening I scoured eBay and found another pannier for the bike, which was cheaper than just a lid. So, I purchased it. I also went to Lidl and bought some superglue and fixed the handguard – I think I had a lucky escape with that accident! Shame it won't be the same for Sharon and Corin.



Thursday was daytime practice and evening racing which meant, the roads were closed around the campsite from 09:15 to 15:00. They opened up to allow workers and kids to get home before the evening racing (3 races) started at 7pm. We watched some of the races, which we could hear from the caravans (about a 10-minute walk). We were positioned at Lidl – a straight from the magic Roundabout, a couple of “Bus Stops” then a fast straight to Metropole.

The first race was the Supersport

1. Lee Johnston, Yamaha – 116.058mph
2. Dean Harrison, Kawasaki – 116.007mph
3. James Hillier, Kawasaki – 115.943mph

As you can see – close racing and these are average lap speeds on normal roads!

Race 2 was the Superstock

1. Peter Hickman, BMW – 121.908mph
2. Glenn Irwin, Kawasaki – 121.762mph
3. Michael Dunlop, BMW – 120.975mph

The speeds were getting faster, (Peter Hickman is the fastest man around the Isle of Man TT Circuit!)

Race 3 was the Supertwins

1. Stefano Bonetti, Paton- 109.257
2. Jamie Coward, Kawasaki- 109.203
3. Michael Rutter, Kawasaki- 108.572

(Picture) Michael Rutter overtaking between rider and the kerb – around 130mph!



That was it for the evening racing, pleased to say they all went without a hitch

Friday, Chris and Corin wandered off to a shop in Londonderry to have a look at a Bandit 600 they had found via Facebook (Corin needed transport to get to work, so needed a bike) and returned with it in the evening. A gentle ride out along the Giants Causeway for the rest of us to a little place called Waterfoot for lunch. We had a steady(ish) ride back stopping at a couple of vantage points to take in the stunning views, then continued on to Carrick-a-rede which has a rope bridge, some lovely cake and Ice Cream.



This gave Steve Morley the chance to go exploring – up the really steep embankment where, when he got to the top could see exactly the same as we could from the bottom, only we did it safely.

Others, people not in our group, also watch waiting for him to stumble.

**** Can you spot him?**



That was “afternoon tea” done so back to the caravan for more food, another BBQ. We had some food to finish off but more was needed, we also had to start packing as we were leaving the caravans on Saturday morning.



Corin, Disposing of the evidence.

Like all good trips planning is the thing (not hitting signs is a another). The weather forecast for Saturday was not good and although you can cross the road on foot, there is a strict ‘No vehicle movement over the track’, so we needed to take the bikes out of the centre of the circuit by 9am. The race roads have a contingency to stay closed until 9pm for incidents or bad weather. Just across the road (about ½ a mile away from the caravans) was a café which, after we all agreed, I booked for breakfast. As it goes that worked out really well. We all parked up. I got a bit of hassle from a guy who wanted to charge us £5 each to park and eat even though I pointed out that there are no signs saying that it’s chargeable so he couldn’t charge . Evidently if you wear a tie you can??? WTF? - I then advised him that we were booked into the café so he let us go without charge. Lovely breakfast where Steve Morley spent the whole time eyeing up the superb display of cakes.

Some of us left there and headed to the Magic Roundabout and some got passed “security” and watched from a field – I went to the Magic Roundabout. We saw a dozen bikes then the race was stopped due a crash. Nothing major thankfully but it needed clearing up. Then the rains came and the racing stopped.

During the rain, something else happened on the circuit. A helicopter had to land near the café we had stopped at for breakfast. Those that had stayed there had gone back in for a coffee and evidently the helicopter hit a power line taking out all the power in the café and local houses – Doh!

The day wasn't going too well weather wise. The group that went to the Magic Roundabout decided to go to Metropole to find a café and have coffee and cake. Here we met up with the others and headed to the stalls to buy the obligatory Tee Shirt's.

At 2pm and we decided that although the racing would go ahead due to the weather clearing, it would be a really late finish which would make the ferry check in time at Belfast tight so, we decided to head off.

We took the scenic route back along the Giants Causeway, in case you've not guessed it, we "love" that road. I was still leading and what worked well for me was the intercom between myself and Scott who played Tail End Charlie letting me know how everyone was doing at junctions or overtakes. It worked really well and it was Scott's first time doing that. Actually it was Scott's first trip away on the bike.

We travelled for just under 2 hours and stopped for coffee. We'd worked out that we would be near the docks about 90 minutes earlier than needed so I Google searched for somewhere to eat near the docks. Literally 5 minutes outside there was a bar and restaurant so I called through and booked all 11 of us in. We arrived 5 minutes before our table time and found they had set out a large table with plenty of room for all of us and our gear.



All comfortably fed and watered we headed to the docks.

Wow, a lot of bikes! We finally boarded for the overnight crossing, found our cabins and dumped our gear then headed back to the bar for a quick drink before crashing out (safely this time!).

The return journey delivered us to Liverpool Docks at the unearthly hour of 6:30am, where we starburst off. Chris and Corin hit the motorways, Marshall headed to Leeds, Jim and Doug had plans so that left Sharon, Mike, Graham, Scott, Steve and me to head to The Food Stop Café, just south of Bridgnorth. We arrived just in time for breakfast where we met Tom (Sharon and Mikes son) who was collecting Sharon in the car as the longer ride hurt her back.

After breakfast, Sharon and Mike disappeared as they are nearly home, Graham headed off on his own as he has to get back to Essex leaving Steve, Scott and myself for the final 180 miles home.

The next stop for us was the services on the M4 / A34 junction. Just a coffee stop, well so I thought. Steve disappeared and returned with 4 M&S Chocolate Eclairs; we all had one each and Steve turned to Scott and said, "Would you like another one"? Scott says, "No thanks". Steve simply replies, "I'd be bitterly disappointed if you did" and scoffed the last one.

Home just after lunch time – unpack – wash the bike and relax.

Until next time that is.

Steve Pearce

CAT A, B, S, and N Motorbikes: New Insurance Write-Off Categories Explained

<https://www.bikerandbike.co.uk/cat-b-s-n-motorbikes-new-insurance-write-off-categories-explained>



From 1st October 2017 the A, B, C & D insurance write-off categories were replaced to make the system easier to understand.

As long as you know what you are doing, buying an insurance write-off can be a very economical way to acquire a motorbike.

Bikes have become ever-more sophisticated – ABS and traction control are no longer the preserve of superbikes – meaning repairs through official repairers can often be uneconomical.

Insurer's authorised repairers tend to specify complete nuts and bolts repairs, featuring all-new OEM parts, which can lead to an unnecessarily expensive invoice for the insurer.

However, much of the damaged caused during an accident or theft attempt can be repaired more economically by smaller garages and home mechanics.

Insurers are increasingly likely to write off a vehicle once the value of repairs exceeded half of the value of the bike, meaning there has been a steady stream of 'cheap' bikes available to easily repair.

The Association of British Insurers (ABI) has now changed the voluntary code around write-offs because too many perfectly reparable vehicles were scrapped, and equally, too many unsafe vehicles were making their way back onto the market.

Clearer classifications

Under the old system, the emphasis was on the cost of repairs. Now, insurers can make the type of write off much clearer.

The old system of A, B, C & D categories are now replaced by the following new classifications:

A – Scrap only

B – Break for parts

S – Structurally damaged but repairable

N – Not structurally damaged, repairable

A Category Insurance Write-Offs

A – Scrap only. This is a write-off in all senses of the term. An 'A' classification means the vehicle is too dangerous to be put back on the road and must be destroyed, by crushing.

B Category Insurance Write-Offs

B – Break for parts. The 'B' classification applies to vehicles that again are too dangerous to be put back on the road, but salvageable parts can be removed (and sold) before the vehicle is destroyed.

S Category Insurance Write-Offs

S – Structurally damaged but repairable. This new category indicates the vehicle has suffered significant enough damage that it is no longer economically repairable by the insurance company's own repairer.

N Category Insurance Write-Offs

N – Not structurally damaged, repairable. The other new category is fairly self-explanatory. Typical causes for this kind of 'write-off' would be cosmetic damage to sports bike panels or damage to steering locks and disc brakes during theft attempts. Like Category S, these vehicles are perfectly fine if repaired properly.

The new classifications have been developed after a two-year consultation with Thatcham Research technical experts.

As the classifications are applied by insurers, and the code is voluntary, there is no guarantee the bike you may be buying has not been involved in an accident.

It's not unknown for owners to not declare an accident to an insurer and to put the motorbike back on the road. To avoid buying a 'bodged' bike, always get an inspection by a qualified mechanic if you don't have the technical and mechanical knowledge yourself.

Get yourself sorted:

It's possible to get a bargain when you delve into the world of insurance write-offs. But be prepared.

Erik Buell's new Fuell brand opens pre-orders on electric motorcycle and e-bike

Loz Blain- newatlas.com



The unkillable Erik Buell is back, with a new electric mobility company that's called Fuell – despite the fact that its vehicles don't use any. Fuell has just opened pre-orders for its first e-bike, as well as an electric motorcycle that Buell calls "the most radically innovative design I've ever done."

The name Erik Buell will be very familiar to motorcycle folk, his original Buell brand under Harley-Davidson's umbrella established him as one of the most creative and lateral-thinking innovators in the two-wheeled pantheon. Built around heavily-flawed Harley motors, Buell bikes handled like little else on the planet, and showcased some very cool and original ideas (fuel in the frame, oil in the swingarm, underslung mufflers, rim-mounted single disc brakes, etc) that made these bikes refreshingly unique as well as a ton of fun to ride.

When Harley unceremoniously dumped the Buell brand in 2009, Erik rebounded by starting his own company, Erik Buell Racing, which gave birth to a brilliant sports bike in the EBR 1190RX, and a highly-strung streetfighter in the 1190SX. Sadly it didn't last. Buell was heartbreakingly forced to shut EBR down in 2015, to the great dismay of hordes of motorcycle fans who adored his work and wished him success.

Thankfully, it seems Buell has the kind of entrepreneurial spirit that can get him back off the floor after a knockout punch, and it's great to see him back at the coal face as Chief Technology Officer of a new company dedicated to electric urban mobility. Originally called VanguardSpark, it's now known as Fuell – a weird metaphor to choose for an electric bike, and one that extends to the names of the company's first two products: the Fluid and the Flow. Hey, at least it's not another Spark or Volt, I guess.

Fuell has gone for a reasonably economical, fun build with its first e-moto, a step away from Buell's racer roots, but without being as underpowered as the really cheap stuff. The Flow is a 400-lb (180 kg) bike with a great big chunky rear hub motor, a low-slung 10 kilowatt-hour battery box and a neat waterproof, lockable storage space under its fake tank lid that's big enough to stick a full face helmet in.

Fuell's proprietary motor comes in two flavors: 11 and 35 kilowatts (15 and 48 horsepower). Not a huge amount, you might think, but that's continuous output, with peak output likely

much higher. And the torque rating is colossal – the 35 kW motor makes 750 Nm, or 553 lb-ft, of torque. Read those figures again if you have to, they're correct. This bike makes as much torque as a Ford GT supercar. Indeed, it can probably put a bit more to the ground, since there are absolutely no drivetrain losses with a hub motor, and this thing is geared low for a top burst speed of 85 mph (137 km/h).

Sustained top speed is just 55 mph (88 km/h), but the Flow will accelerate your face off to get there. We're talking 2.7 seconds for the 0-62 mph (0-100 km/h) sprint, proper shoulder-dislocating grunt that'll leave the vast majority of traffic far behind you at the lights.



The battery gives the Flow a range somewhere around 150 miles (240 km) in urban riding, meaning most people will knock off a week's commuting without needing to plug it in. Of course, you probably won't need to test the range limits, since plugging it in to a wall socket in your garage is such a low barrier to charging that you might as well do it every night or every other night. A wall charge at home will take around 10 hours from 0-100 percent, or you can jack in to a Level 2 CCS fast charger and get it done in 30 minutes.

As well as a smartphone app and a huge touch screen dash, there are some other interesting electronics around the bike including blind spot detection, front and rear collision warnings, and a rear view camera, to go with ABS brakes and an integrated regenerative braking action through the back wheel. Electronic traction control is a wise inclusion given the Flow's rampant acceleration figures, and there are two ride modes, Urban and Audacious, the latter of which makes us smile. The Flow uses keyless ignition – a nice touch – and offers walk and reverse assist to help you move it around in tight spots and on slopes.

The Flow is an elegant and fun, if not particularly beautiful, solution to urban commuting. But we suspect this venture is going to live and die on the bottom line. Scooters are cheap as chips, and while they don't offer monstrous acceleration like the 35 kW Flow does, there are plenty of happy scooter commuters out there living without it. So what's the price? US\$11,995 for the 35 kW model and \$10,995 for the 11 kW version.

Time will tell, but this feels like a swing and a miss to us. The kind of performance-oriented folk that'll prick their ears up at the Flow's colossal torque and acceleration will probably find the top speed, continuous speed, range and friendly looks of this bike a bit naff. And the urban commuting crowd will probably balk at the price. We fear that in all its practical cleverness the Flow might be pitched a bit too high. We hope to be proven wrong. Pre-orders are open now on the Fuell website for a \$500 deposit, with deliveries scheduled to begin at the end of 2020.

5 Mental And Physical Benefits Of Riding A Motorcycle

www.ridenow.com

We hear about the dangers of riding a motorcycle all too often but rarely are the physical and, more importantly, the mental benefits spoken about. Some of the benefits are obvious, others not so much. These are the reasons you feel so good after you take the long way home.

Positive Outlook



That feeling of pure joy after a long ride, something every motorcyclist can relate to. The reason we feel so happy is pretty simple; every twist of the wrist releases adrenaline which, in turn, releases endorphins. These 'feel good' hormones improve our mood, increase pleasure and minimize pain.

So, endorphins give us that joyous feeling but, after a ride, there's also that sense of relief, like a weight has been lifted.

This is similar to mindfulness meditation:

Body position, speed, road position - on a motorcycle you're constantly analysing and adjusting depending on the situation. This ties us into the present moment, and means our minds have no room for worries about money, jobs or any other day-to-day problems.

You're fully engaged while riding. This is why your mind is like a blank slate when you throw your leg off after a long ride.

Cognitive Function

If someone had told me I could increase my cognitive function while grinning from ear to ear with joy, I'd probably have told them to go sell crazy somewhere else.

But a scientific study, conducted by Ryuta Kawashima, who partnered with Yamaha Japan and Tohoku University, found exactly that. Riding a motorcycle improves your cognitive function, by as much as 50%.

This is down to the fact that riding a motorcycle requires a high level of alertness and rapid problem-solving. According to Kawashima, "the driver's brain gets activated by riding motorbikes."



Core and Neck Strength

The day after their first long ride, many motorcyclists report the same aches and pains – muscles in our necks are always at the top of the list. Wearing a helmet for a few hours a day would strengthen your neck regardless, throw windblast into the equation and you've got a real neck workout.

This is especially true for those who ride without a windshield.

You still need to make sure your motorcycle fits you correctly, as constantly cranking or straining your neck will have a negative impact in the long run. This means checking the handlebars, seating position and foot pegs are right for your measurements.

Riding a motorcycle requires lots of muscles to work together but your core ties everything together.

Every manoeuvre you make on a motorcycle involves the use of your core, especially low-speed manoeuvres. The movements are low-impact and relatively low intensity so it's something you may not notice but, if you've been riding for a while, your core will be stronger.



No More Squats



Riding a motorcycle requires you to constantly move around on the bike, gripping with your thighs and knees. These movements strengthen your thighs and in turn, strengthen your knees.

The muscles in the thighs are used to keep the patella and other bones in the knee in place. Since the movements are low-impact, people who suffer knee or thigh pains describe riding a motorcycle as a kind of physical therapy.

For those lucky enough not to have those problems, riding can help you stay injury free.

Burn Some Calories

Yes, you can burn a substantial number of calories while riding a motorcycle - the gift that just keeps giving.

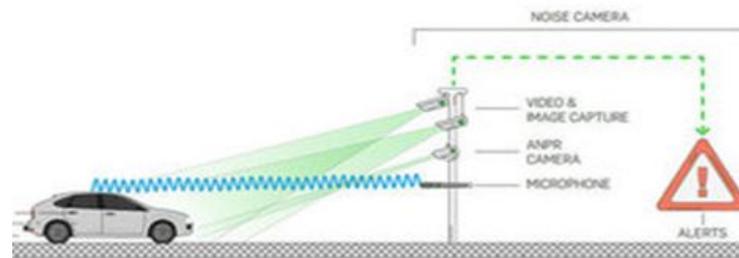
Those who like to get dirty can burn up to 600 calories per hour of intense motocross riding. Stick to the streets and you can burn between 200-300 calories per hour, especially if you ride with some vigour.

Even passengers on sport bikes can burn up to 50 calories per hour. But, unfortunately, passengers on cruisers and tourers aren't likely to see their calorie expenditure go up.



New noise camera trial to crack down on illegal vehicles

The government has commissioned a prototype noise camera to be tested at several locations over the next 7 months.



- new technology will aim to detect illegal, excessively noisy vehicles, helping create quieter streets
- noise cameras could work like speed cameras to target law-breaking drivers automatically
- trials to take place at several locations over the coming months

The Department for Transport is targeting drivers who disturb communities with a crackdown on vehicles which are breaking legal noise limits.

New camera technology to be trialled by the government aims to measure the sound levels of passing vehicles to detect those that are breaking the law on noise limits and could use automated number plate recognition to help enforce the law.

Research commissioned by the Department for Transport, found that a noise camera system could help tackle extremely noisy vehicles which breach legal noise limits.

Roadside vehicle noise measurement: study, enforcement and technology

It could also help to catch those who rev car or motorcycles engines beyond legal limits, making life a misery for those who live close by.

Transport Secretary, Chris Grayling said:

Noise pollution makes the lives of people in communities across Britain an absolute misery and has very serious health impacts.

This is why I am determined to crack down on the nuisance drivers who blight our streets.

New technology will help us lead the way in making our towns and cities quieter, and I look forward to seeing how these exciting new cameras could work.

The trial is not intended to target law-abiding drivers, but those who are flouting laws around noise. All vehicles must legally meet strict noise limits before they are allowed on the road.

Once a vehicle is in service, exhausts and silencers must by law be maintained in good working order and not altered to increase noise.

CEO of the Motorcycle Industry Association, Tony Campbell, said:

With growing pressure on the environment, including noise pollution, illegal exhausts fitted by some riders attract unwanted attention to the motorcycle community and do nothing to promote the many benefits motorcycles can offer.

All manufacturers produce new motorcycles that follow strict regulations regarding noise and emissions and we welcome these trials as a potential way of detecting excessive noise in our community.

Studies have found that exposure to noise can have significant physical and mental health implications – with heart attacks, high blood pressure, type 2 diabetes and stress all linked to long-term contact with loud environments.

Currently, enforcement is mainly reactive and relies on subjective judgement. The trials of the new technology will determine whether the legal noise limit has been breached by taking into account the class and speed of the vehicle relative to the location of the noise camera.

The government has commissioned a prototype noise camera to be tested at several locations over the next 7 months. If the trials are successful, recommendations will be made to further develop the system across the UK.

www.gov.uk/government/news/new-noise-camera-trial-to-crack-down-on-illegal-vehicles

Break Time

Caption competition May's photo.

Winning Caption:

Mr. Creosote in the making!

Best of the rest:

I've gotta eat these chips before Slater returns

Nom Nom Nom. Not eaten for 2 hours..

July's Photo- Send your suggestions to

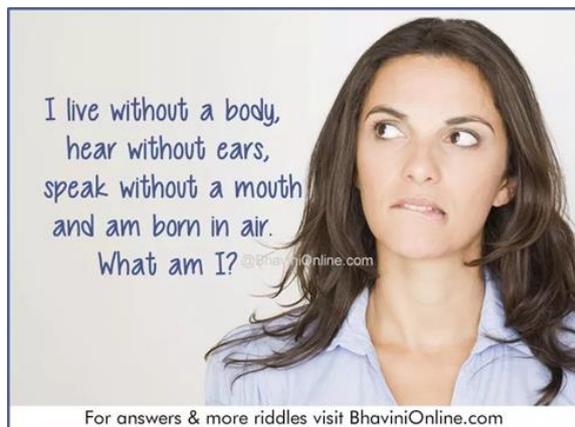
sharonroberts2412@gmail.com



August's Photo



A high speed electric train is travelling Southwest at 90 kilometres per hour. The wind is blowing Westward at 30 kilometres per hour. In what direction will the smoke from the engine blow?



I live without a body,
hear without ears,
speak without a mouth
and am born in air.
What am I? @BhaviniOnline.com

For answers & more riddles visit BhaviniOnline.com

Two mothers and two daughters were fishing. They managed to catch one big fish, one small fish, and one fat fish. Since only three fish were caught how is it possible that they each took home a fish?

Answers on page 55

www.paulsquiz.com/other-quizzes-mainmenu-161/202

The Fab Five go to Somerset

At 10am five intrepid club members set off from Fleet Services, in a westerly direction, heading for the Haynes Motor Museum, Yeovil. We headed along the M3, jumped onto the old A30 at Popham and continued towards Salisbury, where we picked up the A30 towards Shaftesbury. Having ridden past the Military badges that are cut into the hillsides near Fovant, we turned right at Henstridge up towards Castle Cary and then to the museum.

The weather was generally dry on the way there, with a few spots of rain starting to fall as we arrived.

It was decided that lunch was in order, so we all munched our way through our choices from the Café. As Steve had not been to the museum before, he headed off for a wander around, whilst the rest of us sat in the café enjoying tea and watching the rain falling outside.

A group decision was made to ride along the A303, rather than go back the way we had come, to see if we would ride out from under the clouds, then pick up the A30 route in Salisbury. Unfortunately, the rain continued, so the Stunt Club Captain made the decision to continue along the A303 towards home. At Popham I had planned to stop at the Café beside the Esso Garage, for tea and cake, but we found it was closed, which was a shame.

From there we continued along the M3 towards home.

In general a good day out, I especially enjoyed the ride down to the Museum, as the traffic was light and I only had to keep four bikes in sight behind me. It was a shame that the rain closed in earlier than expected, but the sun did come out nearer to home.

See you around on one wheel or another.



Fleet services before the off



Made it!

Spanner! Aka Ian – Stunt Club Captain – Hide Mallet & Socket Set

18 Strange Motorcycles You Never Knew Existed

We all know the typical design of a motorcycle. In fact, every part of the motorcycle is predictable, from the driving systems to the seating position. However, what if we tell you that there is a different world of motorcycles, which is nothing like you've ever seen before. Thus, we decided to show some of the strange motorcycles which veered from the norm that you could have never imagined they existed.

18. Boss Hoss Gangsta Trike

Although it might look like a usual trike, the Boss Hoss Gangsta Trike comes with plenty of unconventional features. As a matter of fact, with a weight of 150 lbs, it can be custom made for you. Hence, you can choose how the rear section and eight-cylinder engine will look like.



17. Boxx

This weird motorcycle is designed to be portable. It runs on an electric engine and it has a shape of a box. What might sound surprising is that it's legal to ride it and there's plenty of storage area for groceries.

16. Ryno

Even though a unicycle motorbike is a dangerous concept, there are plenty of people who are willing to give it a try! It's quite similar to a Segway where you have to lean forward to speed up. Plus, it not only looks unbalanced but it actually is.



15. Ascot Pullin 500

The Ascot Pullin 500 motorcycle was created in 1982 by Cyril Pullin and Douglas Groom. This is the first motorcycle with hydraulic brakes and horizontally mounted engine ever built. However, this motorcycle didn't seem to be interesting for people as only 500 motorcycles were sold.

14. Imme R100

Imme R100 was designed by Norbert Riedel, a German engineer who used to build engines for Luftwaffe fighter planes during the WWII. This unique motorcycle was meant to use as a cheap transport. However, it ended up looking like one of the most good-looking ones.



13. Ner-a-Car

The Ner-a-Car was designed by Carl Neracher in 1918. The "feet-first" bike, was a big hit that it sold out in 16,500 units. This motorcycle was one of the most successful hub-center steered vehicles.

12. Roadog

There have been only two Roadog motorbikes built which became an icon for bikers. The motorcycles were built by Wild Bill Gelbke in the 1960s and featured Chevrolet 153 engine. Roadog was more than 3,200 lbs in weight.



11. Haleson Steam Powered

The Haleson Steam Powered motorcycle is an extremely unusual and popular motorcycle. However, with the rise of technology, a steam-powered motorbike became obsolete and its production stopped in 1914.

10. Rokon Trail-Breaker

The Rokon Trail-Breaker might look like a combo of an off-road vehicle with a motorcycle. This motorcycle is still used by the US Armed Forces since the 1960s when it started being produced. It weighs up to 2,000 lbs and can store an extra 2.5 gallons of fuel or water.



9. Jaguar

This motorcycle was inspired by the iconic Jaguar hood bonnet. The Jaguar motorcycle offers an exciting ride as it features the Buell S3 1200cc V-twin engines. What probably makes this motorcycle strange is the front headlight which is placed in the mouth of the Jaguar itself.

8. Uno Dicycle

This dicycle is as weird as it sounds. It was invented by a Canadian teenager in 2006 and it's a self-balancing motorcycle. What's so weird about this motorcycle is that the two wheels are set side by side than one in front of the other.



7. Megola

It might look dated rather than weird, but the Megola motorcycle comes with a five-cylinder radial engine. The engine is placed inside the spokes of the front wheel. It wouldn't be of any use in today's traffic as it's a hundred years old.

6. Majestic

Built by Georges Roy in 1929, the Majestic motorcycle was definitely ahead of its time. This motorcycle, although old, features many design touches on modern bikes. In fact, it became a huge hit that many people are looking to buy a vintage Majestic nowadays.



5. Böhmerland

Böhmerland motorcycle features cast aluminium wheels, built-up front forks, and long, welded frames. It was designed by Albin Leibisch in former Czechoslovakia before the WWII started. What makes it strange is the color scheme. In fact, this motorcycle also has a three-seater and four-seater versions.

4. Quasar

Quasar motorcycle comes with an engine taken from a Reliant Robin three-wheeled car. It doesn't only look intriguing, but Quasar could reach speeds of up to 100 mph. This semi-enclosed feet forward motorcycle was created by Malcolm Newell and Ken Leaman.



3. Evolve Xenon Lightcycle

As it resembles some futuristic machines, riding the Evolve Xenon Lightcycle would probably feel like being part of a sci-fi movie. This motorcycle comes with an environmentally friendly electric engine and can reach a speed of 100mph.

2. Peraves Monotracer

It might not look like a motorcycle at a first glance, but it can give us an idea how motorcycles will look in the future. It's legal to ride it and it comes with a closed cabin made from an expensive combination of carbon and Kevlar. Get ready for a luxurious experience.



1. Piaggio MP3

Although the Piaggio MP3 looks like a scooter rather than a motorcycle, it's much more powerful. It featured an unorthodox wheel configuration as it has two wheels at the front, located close together and one wheel at the rear.

<https://clementcycling.com>

Voting opens for first-ever Triumph Bobber Build Off

www.motorcyclenews.com/news/2019/june/triumph-bobber-build-off/



Triumph dealerships from around the UK are currently competing to be crowned the manufacturer's first-ever Bobber Build Off champion.

With voting now open online, all 13 Bonneville Bobbers have been created over recent months using a combination of official accessories and skilled labour, with each machine baring its own unique style.

This includes the team at Pure Triumph Wellingborough, who have transformed their retro-inspired cruiser into a reimagining of an original 1938 5T Speed Twin, after noticing similarities in the lines of both bikes.

Finished in tasteful chrome and shod with a period front number plate, inspiration for the bike came from an enamel sign hanging in their workshop advertising the late '30s machine.

Continuing the classic theme is the entry from JS Gedge, East Sussex, which mimics the 1946 Bonneville T100 by using parts found on a variety of Triumph models, including handlebars from the Bonneville Speedmaster and the headlight from a Bonneville T120.



This differs from the drag racing-inspired Bobber created by Laguna Ashford, which comes equipped with the front racer fairing from the Thruxton and a sleek new tail unit, which extends downwards from the single petrol tank, created in tandem with T&S Engineering.

To find the winner, Triumph have created individual Facebook photo albums for each bike available through their website, with the three machines gaining the most likes progressing forward to a celebrity judging panel to decide the overall champion.

As well as appearing online, every machine was also displayed at the recent Bike Shed Show, in London's historic Tobacco Docks, alongside Triumph's new Thruxton TFC and Rocket 3 TFC and a custom Speed Twin designed by the Bike Shed's founder, Anthony 'Dutch' van Someren.

Speaking about the competition, European Sales and Marketing Regional Director, Rick Cawley, said: "Since its launch, the Bonneville Bobber has proven to be the most popular Triumph motorcycle for personalising.

"We launched the competition to not only showcase the customisation and engineering skills of the Triumph dealer network, but to also demonstrate that choosing genuine Triumph accessories is the ideal way to personalise your ride."

Public voting is already underway and will close at 10am on Thursday 29 August. The winner will then be announced at the Distinguished Gentleman's Ride, set to take place in September. To vote for your favourite visit

www.triumphmotorcycles.co.uk/bobber-build-off

18-year-old becomes UK's youngest motorcycle dealership owner

www.motorcyclenews.com By Dan Sutherland



Chris Lake (R) with Fixter and McDowell Credit: On 2 Wheels

Wildmans Motorcycles in Spilsby, Lincolnshire, announced last month that an 18-year-old former apprentice was to become the next owner.

Chris Lake, who has since turned 19, took over the reins as the main mechanic and owner on Monday, May 20.

"I've got to try, haven't I?" Lake told MCN. "If I don't try now, then I won't know what could've been. I don't want to sit back and not have a go."

The previous owner, Peter McDowell, ran the firm since 2005, which still operates out of its original 1926 premises that began as a local blacksmith's forge. Lake has been involved with the dealership since he was 13, starting out as a Saturday boy.

Lake will run the business supported by Alan Fixter, who will do servicing and repair jobs, while McDowell is planning on retiring, but will help Chris out during more busy periods to lighten the load.

Since taking on the business, Lake has begun a 24-hour recovery service, which he will man at all times. Fixter will remain in the workshop, with Lake's mother helping to run the motorcycle sales shop.

A Little History From A Former Member

On 4 June 2019 at 19:19 the following form was filled in.

Page where the form was filled in

<http://www.ssmcc.co.uk/contact-us/>

First Name John

Last Name Rennie

Message: Last night (3 June) I was watching Henry Cole's programme on the tv concerning the history of the Norton. He mentioned the BAR ONE motor cycle club ; memories can back to me. Both my brothers were members of Southern Sporting around late 1950's and I was dragged about as a 10 year old to club trials and centre trials to be General runner and labourer for all and everyone.

At that time the major event for the club was the Mid-Winter Grand National scramble which was held at Tunnel Hill which I believe was near Pirbright. This is where the name of Ken Stone still remains with me. My brother, Ronald, was secretary of the meeting and all the entries came to him. Ken had a Roneo machine (a manual copying machine with a big handle on the side) for copying the pages for the programme. My task turning the handle all evening then stamping all the envelopes to be sent out before the weekend. Friday night was all round Ralph Bowers to the load a truck with stakes, ropes and a vast amount of equipment to set out the course the following day. All for a hectic day of scrambling on Sunday, a brilliant day of motor cycle sport.

I hope you find this just a little splash of history you might find interesting. It brought a whole load of memories to me, unfortunately too many to relay on an email.

One more, most of the club members used to go to Devon to watch the Beggars Roost trial.

Referrer - where did the contact come from before reaching the page:

<http://www.ssmcc.co.uk/club-history/>



UPDATED (with option 3) STATUS OF TRAVELLING IN IRAN BY BIKES OVER 250 CC!!!!

Since mid-April Iran has started to execute the old law about not allowing bikes bigger than 250cc. I have talked with many bikers who got rejected at the border - with Turkey, Armenia and Azerbaijan. All of them had valid CDP and e-visa from embassy. It seems that it's confirmed enough to say - we will not bike in Iran on our big bikes in near future.

Even though it's really shit, don't panic if you were planning to get to Pakistan or Tajikistan. I have just talked with Hossein (often recommended guy who helps at the border, iranoverland.com). He claims there's no way to travel Iran at the moment on bike. But there is other option.

OPTION 1

For cases like me, going to Pakistan after - you can arrange the transportation on the truck and the bike will wait for you on the another border and Iranian duty officers are responsible for it (it's not like random parking as far as I understood). The cost should be 300-500 dollars for one bike and its storage for one month, but it's not certain yet, as it's pretty new thing. That time you can travel around Iran without the bike.

Hossain claims that it's an option mentioned by this ***** up law, so it should be pretty safe solution.

Possible from Armenia, UAE and Turkmenistan with Hossein Sheykhluou.

OPTION 2

Me and other bikers also got offered (by young Hossein) that it is somehow possible to enter if it's only a transit for 5-8 days (we have heard different numbers). Then it's possible to drive the bike. I don't know details nor how sure this option is... Update: there is already one guy who used this transit option (with help of Hossein) entering from Armenia and crossed Iran on motorbike in 5 days. Hossein charges 450 dollars though - not sure how much of it is actual fee you would pay without the helper.

Also, we have heard the limit might be actually 18 days, but it's not confirmed by anybody's experience. Also, nobody arriving alone got offered the transit option as far as I know. That option makes sense for people who will continue travel in other Asian countries, but unfortunately not for these who just planned to hang around in Iran on their bikes....

OPTION 3

Try your luck in Kapikoy! I entered Iran that way today on "standard" terms, 1 month long stay (WOOOHOOO!!!!). As far as I know there were two other guys travelling separately (French on R1200GS and German on Transalp), who succeeded last week on this small border crossing with Turkey when the ban was already in place (unfortunately, I have heard about two others rejected). My visa and CdP were already stamped, when one guy came and started to ask about the engine capacity. It was not stated in the CdP, and they couldn't find it in the bike documents (it was there though!). When they asked me, I answered "250cc" (I have 800gs!). They didn't believe me, but finally, they let me in.

I have described it here (English version in the lower part of the post):

<https://www.facebook.com/.../a.269194299782.../2238213779547681/> (See below ED)

Please keep in mind that when they started to make problems with the displacement, my single entry visa was already stamped, so I could have problems to enter Iran again from the different border... So there's a risk.

As they asked me about capacity billion of times, I assume that they know well in Kapikoy about the new law, yet maybe they are a bit more easy-going than on other border crossings... So I would say - do not assume you will succeed there, but maybe it's worth to give it a try.

<https://www.facebook.com/.../a.269194299782.../2238213779547681>



Zofia Radzikowska

Last-minute update: I am in IRAN! Why am I so excited about this? Well, I guess Iran never really wanted to let, me in, especially with my bike....But from the beginning:

- I knew in Iran officially: there's the ban on motorcycles larger than 250 cc and the law forbidding women to drive motorcycles. Not very good for me... But after talking to some travelers, it turned out that it's easy-peasy. They let everyone in and that they don't make problems to foreign women.
- Back in January Iran stopped issuing visas for Poles - just when my passport was sent to the embassy. The reason was the summit about the safety in Middle East that took place in Warsaw... After media started to talk about it, Iranian Embassy announced that everything is fine and they issue visas normally. So I got mine as well.
- Iran is the first country on my route that requires a Carnet de Passage (CdP) customs document. I request it in the Czech Republic, as Polish automobile club doesn't extend the document after one year and you have to return with your motorcycle. Fortunately, Czech were more flexible.
- So with a visa and a CdP in my backpack, I could happily enter Iran. That's what I thought until 3 weeks ago, when many people posted on motorcycle and overland groups that they got rejected to enter Iran due to engine size. This time for real!
- And so I spent a few days on the phone, communicators and facebook groups, checking my chances of getting to Pakistan, getting news "from the front", devising strategies. There were 2 options: either I arrange a transit and I have 8 days to cross Iran, or I put the motorcycle on a truck - it will be waiting for me at the Pakistani border - and I have time to see Iran. So I set up a transport for my motorbike and started driving to Azerbaijan, where Mr Hossein with a truck was supposed to wait for me. Then, few days ago, I heard that someone had crossed a small border crossing with Turkey on a BMW R1200GS. But someone else got rejected. And one more person succeeded! So still unsure option, but with some hope... I was in Kazbegi, Georgia, 1000 km from that border. As there's plenty of time to think on a motorcycle, and I have finally decided to go!
- 1000 km later I was in Kapikoy. The Turkish border is a huge gate with ornaments, ordered, with smiling people who let you through. Iran - dirt, barracks, tinsmiths and people running between counters and offices in total chaos. Fortunately, I was treated like a VIP, served outside of any queues, offered tea (I bet that's also because of the charm of a lonely female motorcyclist and my smile no. 3). After half an hour I had my motorcycle inspected, my visa and CdP stamped... And then he showed up. The bad guy asking about the engine capacity.
- On the CdP there is no information about the displacement. But it's there on my bike documents, on the back page. After reviewing all the numbers on the CdP and the FIRST page of bike's documents, I was asked about the capacity. Looking the bad guy straight into the eyes I said "250 cc". He didn't believe me (no wonder, my motorcycle is "pretty" big), he asked again and again and again, and then looked through all the documents, appeared and disappeared, running between offices. Finally, after an hour and a half he gave up. Gave me the documents and let enter Iran with my bike. And so I got on the motorcycle and drove to Tebriz, couldn't stop smiling...

On the photo, me and my "250cc", with mount Kazbek (Georgia), from where I turned back (Iran still photoless!).

Cote D'azur

It's nice in nice and Monte Carlo is a must. But beyond the famous name tourist traps there are great riding roads galore. La Côte D'azur: it's not all about casinos, yachts and billionaires.



Don't begin your ride on the coast. Instead, start north of the Hautes-Alpes region at Grenoble. Ride the Route Napoleon in reverse. This is the route taken in 1815 by Napoleon on his 100-day journey to Waterloo with the intention to overthrow Louis the 18th. Bonaparte began his journey at Golfe-Juan (after travelling by sea from Elba), and wound his way north from the Riviera through the foothills of the Alps. This brilliant biking route skirts the Écrins National Park, passing through La Mure, Corps, Gap, Sisteron, Digne, Castellane, St. Vallier-de-Thiey and Grasse, before finally arriving on the coast at Cannes.

Take a detour shortly before Castellane and follow the N202 towards Entrevaux. Well worth a visit in its own right, the fortified medieval town is also home to one of the best-kept secrets in motorcycling history – le musee de la moto d'Entrevaux. Founded by Michel Lucani and his son Franck, the museum is located in a two-storey cottage that bears little exterior signage or indication of its historical contents. However, as soon as you step inside you will swoon at the grandeur of this collection.

Motorcycles of all manufacturers line the walls. From the earliest motorised Peugeot bicycle, to WWII British Royal Enfields, many of this 75-strong fleet precede even their elderly guardians.

From Cannes, ride the coastline toward Nice. This road guarantees picturesque sea views but can be quite congested, especially during the summer months.

Stop for a break and a bite to eat in Antibes. While nowhere on the Cote D'Azur is exactly cheap, the sailing town of Antibes is slightly more affordable than the bigger tourist destinations (Cannes, St Tropez, Monaco). And, if you're clued up on your French moto magazines, Antibes is also home to the fun-loving Moto et Motards team.

Visit over the last weekend of June and join hundreds of other bikers at La Moto En Fête, a three-day festival in Villeneuve- Loubet (in between Cannes and Nice). The festivities kicks off on Friday 23 June at Marina Baie des Anges with a bike show, followed by a line dance and prize giving. Johnny Vegas (a tribute act to Johnny Hallyday, not the British comedian) will take to the stage that evening for a 'grand concert'. Saturday consists of further music and motorbike parades, while Sunday culminates in a huge ride of homage for the French comedian Coluche, who died in a motorcycle crash in June 1986, in his hometown of Opio (the ride's destination).

Spend the night in Nice, in an Airbnb or one of the city's hostels. Dine on the regional delicacy of socca, a heavy chickpea pancake (it's nicer than it sounds) before sampling the local beer at one of Nice's pubs. Wayne's Bar is popular with the British and French – there's live music and dancing on tables most evenings. Pompeii boasts a similar atmosphere, but with a later last call at the bar.

No Riviera ride is complete without a sejour in Monaco's revered Monte Carlo. Trace the tyre marks of motoring greats on the Circuit de Monaco – while sticking to the speed limit, of course. Peer into the Casino de Monte Carlo, but don't expect to be granted entry dressed in leathers as the Casino has a pretty strict dress code.

SOUTH EASTERN FRANCE, LAND OF LM STARS, GREAT BIKE MUSEUMS AND BRILLIANT ROADS

Cross the border into Italy and you can explore what was once the home of the San Remo Grand Prix – the Circuito di Ospedaletti. A Formula One and motorcycle race was held on this road circuit from 1947 to 1972. The closest you can get to racing action here nowadays is the biennial Trofeo Internazionale Motociclistico classic event, next due to take place in September 2018.

The Côte d'Azur is an attractive destination all year round, but with temperatures topping 30o in summer pack appropriately airy gear and remember to keep refreshed and focused.

Getting There

Ferries to France are plentiful and the ride to the Riviera can be as pleasant as you have time for. If you are adamant on taking your own bike but don't fancy the toll road slog, BikeShuttle.co.uk offer return motorbike transport to Geneva (less than a two hour ride from Grenoble). Or fly to Grenoble, or nearby Lyon, and rent a motorbike for the week.

www.bikemagazine.co.uk/travel-stories-blog//cote-dazur

Regular venues

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;">2019</p> <p style="text-align: center;">BMF Discount Code</p> <p style="text-align: center;">The Discount Code for members of</p> <p style="text-align: center;">Southern Sporting Motorcycle Club</p> <p style="text-align: center;">is</p> <p style="text-align: center;">CLB19FJH</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>

July/August Events - Not Club runs but may be of interest

Goodwood Festival of Speed 4-7 July

Goodwood Estate, Chichester, West Sussex, PO18 0PX

Yes, we know it's around 95% things with four wheels and you need a second mortgage to do the thing properly (one day is never enough). But if you are a proper petrolhead you can click on the link below and almost smell the exhaust fumes coming out of the screen. The best bit is you get really close to the machines, as you have the freedom of the paddock. It's that good, it gives you wood.

Prices: Day: Adults, From £37, Kids 13-21 from £18.50. Weekend: Adults from £164, Kids 13-21 from £82

<http://www.goodwood.com/flagship-events/festival-of-speed>

Motul Fim World Superbike Championship 5-7 July

Castle Donington Circuit, Donington Park, Derby, DE74 2RP

The circus heads into town with ringmaster Jonathan Rea the local hope to take honours in the new race format. For the first time, there are three races to look forward to, with the first race on Saturday and two more on Sunday, including the new morning sprint Superpole Race.

There's a full supporting international race card and races from top national categories too plus the popular Paddock Show, Fan Zone and open paddock so spectators can get closer to riders and their machines.

Prices: Adults: Saturday £25, Sunday £35, Weekend £50. Teens: Saturday £15, Sunday £20, Weekend £30. Children: Free

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

National Road Rally 2019 6-7 July

Starting point: Your house

This is almost becoming a biker's national institution if you'll excuse the pun. We can't even begin to explain what the National is, except it's a scatter rally, and neither can the BMF or ACU in a single paragraph, so head on over to this BMF page. Suffice to say, for those that know about it, it's big deal and a lot of fun.

Prices (TBC): Individual entry £29, Passenger £9

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

The Great Yarmouth Motorcycle Takeover 6 July

Yarmouth Seafront, Great Yarmouth, NR30 2EN

It started last year with a simple call to get more than 20 people to turn up on a seaside run. It ended with a couple of thousand bikes closing down Yarmouth seafront for the day. This year the event is being run in order to raise funds for East Anglian Air Ambulance and if that's not reason enough to show up we don't know what is. Starts 10am.

Prices: Donations welcome

<http://www.onthethrottle.co.uk/events>

Ride Of Respect 7 July (Possible Date, Tbc)

The Ride of Respect is a mass ride by motorcyclists to pay tribute both to our tri-service personnel and to the fallen and their families. The ride is organised by Julia Stevenson and her team. Julia organised the first Ride through taking with her over 15,000 motorcycles and over 22,000 riders and pillion. In 2011 we organised a second ride to show our support to our tri service troops, the townsfolk of Royal Wootton Bassett and also to say Goodbye and Thank you to RAF Lyneham. Over the past 5 years' rides we have raised around a half million pounds for military charities.

Minimum donation per rider/pillion

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

Bennetts British Superbike Championship 14-16 July

Snetterton Circuit, Norwich, Norfolk, NR16 2JU

The 6th round of the Championship is at the Snetterton 300 circuit near Norwich. 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>

Summer Classic Bike Show 14 July

South of England Showgrounds, Ardingly, West Sussex, RH17 6TL

No firm details yet but previous shows have had serious bike displays going back through every period to the pre-First World War era, many of them historically important. In previous years, six times World Champion and six times Isle of Man TT Winner Jim Redman has made regular appearances and he's always worth your time.

Prices: Adults £6, Kids under 16 free

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

Kempton Motorcycle Jumble 20 July

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

A trove of motorcycle treasure, from parts to tools, clothing and bikes for sale. At least 250 indoor and outdoor stalls feature parts and services from specialists, so you can get a petrol tank hand painted, a digital speedo for your new wave retro build or the latest cleaning materials. Club displays normally often place in the large indoor hall.

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

<https://www.kemptonparkautojumble.co.uk/kempton-bike-jumble.html>

70's Bike Day 21 July

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

Yet again, one of these little Ace days creeps in and once again there's a bloody good reason. Apart from a museum, where else are you going to see a ton of original Z900's, CB400's, 550's and 750's, Z650's (got one, thanks) GT 750's, GS's, RD's, XS's, Fizzie's and the rest? And that's just the Jap stuff. They'll be Bonnie's, Tridents, Tigers...

Price: Free

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

Bexhill Motofest 28 July (Tbc)

De Warr Pavilion Car park and throughout Bexhill on Sea, East Sussex TN40 1DP

Set against the seaside backdrop of the iconic art deco De La Warr Pavilion BEXHILL MotoFest 2017 is bigger and better than ever. For 2017 BEXHILL MotoFest have teamed up with Swinton Insurance to bring Spectacular stunts to the De la Warr car park with Motorcycle stunts International and Stunted Reality, a Zona Italia to welcome the Ducati owners club and all riders of Italian iron, a Harley Cavalcade and a Goldwing Cavalcade will be hitting town at about 10.30am – The Ride to the Music festival on the seafront terrace of the De La Warr Pavilion is headlined this year by STONED – probably the best Rolling Stones tribute band in the southeast. There will also be traders and exhibitors from all aspects of the motorcycle industry as well as a family funfair and unique RIDE THE FUTURE electric bike exhibition. Bikes will be display parked throughout the town and a wide range of food and refreshments will be available from over 50 Cafes, restaurants, pubs and bars.

www.bexhillmotofest.com



CAMP VC 2-4 August

Brecon Beacons, Wales

This event is confirmed for 2019 at the time of writing but considering the success of last year's event we expect it to happen again this year.

A women's only outdoor & adventure weekend showcasing, celebrating & supporting incredible women doing awesome things. Get set for a whole weekend of motorcycles, camping, ride outs, beginner's moto riding lessons, skateboarding, dirt-biking, free workshops,

film screenings, live talks & discussions from inspiring women in adventure & sports, photography, live music, partying & more set in the beautiful Brecon Beacons, in Wales!

Prices: Tickets £80. Glamping packages from £230

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

Bennetts British Superbike Championship 2-4 August

Thruxton Motorsport Centre, Thruxton Circuit, Andover, Hampshire, SP11 8PW

The 7th round of the Championship is at the Thruxton circuit in Hampshire. 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/>

45th Annual Gloucestershire Vintage & Country Extravaganza 2-4 August

South Cerney Airfield, Cirencester, GL7 6HU

The Stroud Vintage Transport & Engine Club (SVTEC) stage their Annual Show is widely regarded as one of the biggest and best Steam, Vintage and Countryside events in the UK. One of the largest displays is the Motorcycle section which will feature over 300 entries representing manufacturers from England, Italy, Japan, India, the USA and other countries. Among the marques on display are Honda, Yamaha, Harley Davidson, Moto Guzzi, HRD, AGS, James, Triumph, Royal Enfield, Rudge, Baker, BMW, Norton, Velocette, BSA, Panther, Francis Barnett, Matchless and Greeves. There will also be an abundance of Lambretta's to celebrate the mods and rockers era.

Prices: Fri: Adult £7, junior £4. Sat or Sun: Adult: £10, junior £5

Weekender (Fri- Sun) Adult: £15, junior: £8

Family Weekender ticket (2 x adults, 2 x junior) for all three days: £35

Children under 5 years old go free.

Donington Classic Motorcycle Festival 3-4 August

Donington Park Circuit, Donington Park, Derby, DE74 2RP

The Donington Classic Motorcycle Festival will return with up to 50 races across the three days courtesy of the Classic Racing Motorcycle Club (CRMC), as well as parades and massive display areas, with event regular Steve Parrish also confirmed to return again.

Prices: Adults £12 (Adv), Kids under 13 free

<http://www.donington-park.co.uk/>

Llangollen Motorcycle Festival 3-4 August

Royal International Pavilion, Llangollen, North Wales

Only a few years old and LlanFest seriously punches above its weight. As well as displays, stunts and the usual fare from traders, recent years' highlights have included visits from biking royalty like 15 times World Championship titles winner Giacomo Agostini. This year sees an increase in adventure and Round The World travel writers plus there is the opportunity to have some fun on the nearby Horseshoe Pass.

Prices: Adult £10 online, £12 gate, Kids now free

<http://llanbikefest.co.uk>

Ulster GP 8-10 August

Rusheyhill Road, Dundrod, Northern Ireland, BT28 3TB

Second only to the Isle of Man TT in road racing prestige, the Ulster GP is officially number one when it comes to being the fastest road race in the world. Over 50,000 spectators and the rest of the racing circus descend on this small town and when the racing isn't on you can ride the course.

Prices: Bike Week Wristband: £30

<http://ulstergrandprix.net/>

The 2019 Heritage Sprint 10-11 August

Betteshanger Country Park, Deal, Kent CT14 0BF

A series of classic bike sprints with road and race categories, plus club displays and trade stands. This year there will also be celebrity appearances and e-bike demonstrations, as well as family-orientated activities, live music and food. Camping is available if you want to make a weekend of it and the Kent Mining Heritage Centre is also on site.

Prices: TBC

<https://www.facebook.com/Star-Classic-215487262554433/>

57th Graham Walker Memorial Run 11 August

National Motor Museum, Beaulieu, Brockenhurst SO42 7ZN

Introduced in 1962 this event is run in memory of Graham Walker (1896-1962) who was for many years Sunbeam Club Chairman and later President. Earlier he had been a leading Norton, Sunbeam and Rudge works rider winning the 1928 Ulster Grand Prix and 1931 IoM Lightweight TT. For veteran, vintage and post vintage (pre-1940) machines. This is an ideal event for riders of veteran motorcycles or for those first starting out with a vintage or post vintage motorcycle due to the flat countryside.

Prices: Free to spectators

<http://sunbeam-mcc.co.uk/events/>

Brackley Festival Of Motorcycling 11 August (Tbc)

High Street, Brackley, Northamptonshire

Brackley makes you proud to be British. Since 2009 this little town opens its arms, high street and school sports fields to cuddle BSB race teams, cafe racers, Moto GP bikes, stunt teams, bike displays, owner's clubs, manufacturers, traders and food sellers, making this family-friendly event truly a proper festival of motorcycling that raises money for air ambulances and blood bikes. Thank you, Brackley. Especially the organisers.

Price: Wristband: £10, under 6's free

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

Bennetts British Superbike Championship 16-18 August

Cadwell Park Circuit, Louth, Lincolnshire, LN11 9SE

The 8th round of the Championship is at the beautiful Cadwell Park 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/>

The Bristol Bike Show 17 August

St Nicholas Market, Bristol, BS1 1HT

Each year Bristol's Old City area is taken over by the motorcycling community with this free event run by volunteers. As well as motorcycle club displays, trade stands and representatives from a range of motorcycle organisations attending there are live bands playing throughout the day. Anyone can park up and show their ride: There is no need to book in advance – just turn up before 10 am on the day and go to the control point to register. If you don't want to display there is ample free parking – just follow the marshals.

Free to attend

https://www.facebook.com/pg/TheBristolBikeShow/about/?ref=page_internal

Plymouth Megaride 25th Anniversary 18 August

Start point (9.00am to 11.30am): Lee Mill Industrial Estate, Ivybridge, Plymouth, Devon, PL21 9ER

Now officially part of the Ocean City Motorcycle Festival, the MegaRide™ is now one of the UK's largest charity motorcycle ride outs, with thousands of motorcyclists taking part, not including the pillion passengers or the vast number of spectators that show up on the day for the ride to Plymouth Hoe where the bikers are greeted with a huge array of trade stands, catering stands, live music and even fair rides for the kids.

Prices: Riders are asked for a minimum £5 charity donation

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

Classic Tt 17-26 August

Isle of Man, in the middle of the Irish Sea

If you can't make to the TT 'proper' this is the next best thing as you still get the festival atmosphere and you still get plenty of bike going hell-for-leather around the TT course. In fact, some argue it's better – easier to get to and the Main TT doesn't have the Festival of Jury, where tens of thousands of TT goers and locals alike gorge on a diet of superb machinery, some of more modern than you might realise. It's easier to get over the island for the Classic TT too.

Prices: Grandstand tickets from £3

<http://www.iomtt.com/Classic-TT.aspx>

British Moto GP 2019 22-24 August

Silverstone Circuit, Towcester, Northamptonshire, NN12 8TN

The best riders in the world will compete on the Silverstone Grand Prix Circuit in the race for the MotoGP™, Moto2™ and Moto3™ world titles – in what always turns out to be spectacular racing. For race fans and their families, there will be a big emphasis on family entertainment around the whole of Silverstone – with a massive Grand Prix Village hosting live bands on stage to entertain the crowds every night, a bigger family fairground, more displays and a bigger variety of food and drink outlets. And as Bank Holiday Monday follows the race day, there will be a big Race Day Party held after the racing has finished on Sunday evening. Prices: Practice:

Adults from £25, Race: Adults from £65, Kids, 0-10 free, 11-15 discounts available

<http://www.motogp.com/en/event/Great+Britain>

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Prices: Riders are asked for a minimum £5 charity donation

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

Overland Event 29 August – 1 September

Hill End Centre, Eynsham Rd, Cumnor, Oxford OX2 9NJ

For the adventure riders and dreamers, Overland is the perfect place to be inspired by and plan a motorcycle trip. A whole weekend dedicated to motorcycle travel, you'll find author presentations, practical workshops, film shows, travel info and contact boards and exhibitions of kit and bikes. You can even do a bit of off-roading and take new bikes for test rides. There's plenty of entertainment too. See you there.

Prices: From £60 (early bird until the end of March)

<http://overlandevent.com/>

Castle Combe Motorcycle Grand National 2019 31 August – 2 September

Castle Combe Circuit, Chippenham, Wiltshire, SN14 7EY

2019's NG Motorcycle Grand National will once again feature gripping competitive action (with over 20 races held each day), as well as bringing some very familiar celebrity faces along to further impress the crowds. Carl Fogarty will be here, with it being exactly 30 years since his famous victory here and setting the outright lap record. 2019 will act as a celebration to commemorate one of Britain's greatest motorcycle racers, the legendary Barry Sheene and his 50 year association with the circuit.

Prices: Adults: Saturday £15, Sunday £20, Weekend £30.

<http://bikesatcombe.com/grand-national/>

Welsh Road Race Event Confirmation Still Tbc

Builth Wells LD2 3HW

Billed as the 'Welsh TT' this event has got us beyond excited last year, simply because there won't be the pain of having to beg, borrow or steal a ferry crossing to the Isle of Man. A shame then, that the organisers have had to cancel the event. As soon as we have a confirmed date we'll post full details.

"The Secretary of State for Defence has granted us a license to use the historic road circuit within the heart of the Crown estate & the race will be held on the originally track used to stage the Eppynt Motor Cycle Road Races between 1948 & 1953.

It is our intention to stage racing in various classes, including:

Ultra-Lightweight motorcycles – 125cc to 250cc capacity

Lightweight Supertwin motorcycles – 650cc capacity

Welsh RR Zero Electric Race

Supersport motorcycles – 600cc capacity

Superstock motorcycles – 1000cc capacity

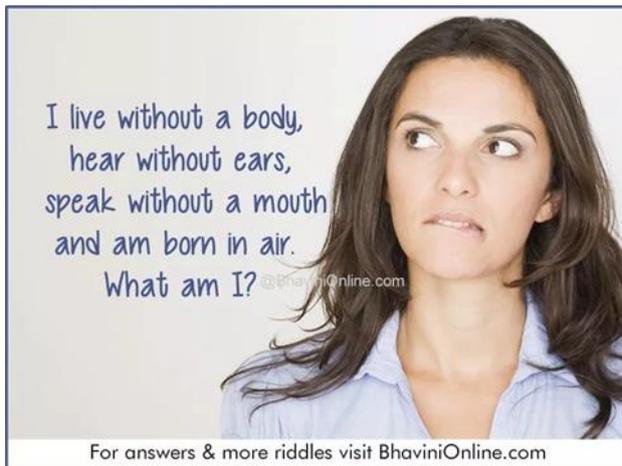
The event will also incorporate a parade of classic & exotic machinery.

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Each class will consist of a maximum of 40 machines, with 2 motorcycles setting off together at 10-second intervals. Each machine will be timed in order to produce an eventual winner in their respective categories."

Prices: Day tickets from £30, weekend from £50. Concessions and camping are available.

Answers



Puzzle: An Echo

Lateral Thinking

Electric engines don't blow smoke.

The fishing party consisted of three people. A grandmother, a mother and a daughter. The mother is both a mother and a daughter.