



Southern Sporting Motor Cycle Club

CONTACT

August

2019

Table of Contents

Table of Contents	2
Your Committee	3
Dates for your diary	3
Editor's Comments.....	4
SSMCC Committee Minutes- July 2019.....	5
2019 Isle of Man Classic	8
Honda CB750: The world's first superbike turns 50.....	18
Bye-Bye BMW, Well Hello Yamaha Tracer.....	22
Small Number Plates On Motorbikes – What's The Law?	24
Break Time	27
A Shorty's Shopping Experience	28
TfL In Chaos Over ULEZ Motorcycle Exemptions	31
1985 Motorbike Gets ULEZ Exemption With A NOx Test.....	36
Undertaking Is Not Illegal	38
10 British TV celebrities who ride bikes.....	40
How To Spot A Cloned Motorbike	43
Best Motorbike Helmets of 2019.....	46
Regular venues.....	50
August/September Events-Not Club runs but may be of interest.....	51
Breaktime Answers:	59

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

16th Sept	Committee Meeting at , Shepperton, Middx TW17 0AL
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

August is upon us and so is the latest edition of Contact.

I can hardly believe how quickly the year is moving on. Summer has been a mixed bag, too short. All too soon it will be autumn. I hope you all manage to get out and about before it gets too wet or cold!

We have the usual items such as the Committee Minutes, the best way to keep up to date with what's happening in your club so make sure to have a read through.

Breaktime with the photo caption competition is on page 27, captions and photos are always welcome. Don't forget your discounts which are available using the BMF discount code CLB19FJH, details listed on page 50 and events that may be of interest (Remember - a note to the Club Captain could make them a club event!) are also featured.

I've kicked off the articles this month with info about the Isle of Man Classic TT. It seems like only yesterday that the Isle of Man TT races were here with us and now we have the Classic taking place from 17th – 26th August. I know there are some club members going, so it will be interesting to know how these races compare to the more familiar ones in June.

Steve Pearce has been shopping, see his article on page 22 and I have also managed to bag myself another set of wheels. (there's more about that on page 28) I'm loving every minute, get out and about as much as possible and have even seen Steve's new purchase.

There are articles on small number plates, ULEZ and how to spot a cloned bike which makes an interesting read.

The WRWR are still going strong and at time of going to print have conquered Thailand.



SSMCC Committee Minutes- July 2019

Meeting Monday 22 July 2019 – Flat 3, Oakhill Gardens, Oatlands Drive, Weybridge KT13 9JP

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 had been contacted by Dave Regan to say he would like to by the electric start CG. He has transferred money to the club account and arrange to collect.

Ian had also been contacted by Ann Byard asking that her email address be changed as she had had problems with her BT account. The membership list has been amended and sent to the committee.

Club Secretary

Nothing else to report

New Members

No new members.

Treasurer's Report

Confirmation that money had been paid into the account by Dave Regan for the CG.

There are 4 bikes left to sell. The likelihood is they will be put on to eBay.

Training Scheme

John thanked Heather, Chris G & Ian for going to the garage to clear some of the unrequired items.

Social Secretary's Report

Club BBQ 7th July

Ended up being well attended with 12 arriving at Heather & Mick's house and 3 having ridden to Newlands Corner in the morning.

Heather was happy that the money paid by attendees was enough to cover the cost of the of the catering, was used up in the Wallace household. The over spend was only about £20.

Heather had sent an email out to members advising that the Picnic in the Park Marble Hill Park, Richmond Road, Twickenham TW1 2NL would go ahead on 28th July subject to weather. Currently only a couple of people have said they are available, but as mentioned the event will go ahead if dry and warm and if anyone else turns up that's fine.

John pointed out that looking at the membership list, there is only really a small number of members who realistically would be available for local events.

Editors Report

Nothing to report. Articles for Contact by 28th July.

The committee wanted to thank Sharon for the work she puts into Contact particularly as she is so far away. They continue to be an enjoyable read.

Captain's Report

Mick whilst he has had his back op, he is still unable to ride. Ian however has recovered from his episode and will lead the club run to Arundel.

The meeting point for the Arundel ride will be Newlands Corner leaving at 10.30, so arrive earlier if you want filling up before you go.

11 August - Arundel

3 Nov - Brighton Veteran Car Rally

Public Relations Officer's Report

July's Contact added to the website.

Website updated -

Events page placed under new dropdown - About the club, this means it's not under the password protected area. This holds the ssmccbikeclub@gmail.com account - which Rob Wood has found the details to and unlocked the account. This means that you can find out what's going on a lot easier.

Also added to the website a new page Club Life Now. With a little insight to weekly meetings at the Adelaide and some of the recent trips that the club has been on. No details are given out for meeting places and site visitors would have to make contact with us (Ian, as Secretary) for meeting times and locations.

Page Details:

Although the club was formed as a sporting motorcycle club in 1938, it has now evolved into more of a social club and continues with a focus on powered two wheels. It doesn't matter what

style of bike you have as long as it's powered – petrol, diesel or electric, although we are still waiting for someone to turn up at one of our events on a diesel or electric bike.

So what do we do?

We have regular Wednesday evening meets at [The Adelaide, 57 Park Rd, Teddington, TW11 0AU](#) where we chill out with friends, some have food, some don't. We generally chat about the bike scene and things going on. We have social ride outs – going to various locations which usually end up in a cafe, the beach, a pub or somewhere else of interest. These usually take place on Sunday's with various starting/meeting points. Don't worry if you've not ridden in a group or if you think you are too slow; the techniques will be explained to you. We have "big bike only" rides. These tend to be long distance and can involve motorways – so there's a necessity to be able to make progress. We have weekends away and trips abroad although these aren't too often. In recent years we have visited places that include; The South of France, Luxemburg, Austria and Belgium, not to mention the Isle of Man, Scotland and Northern Ireland for the North West 200.

Our [events](#) page will give you an outline of what's coming up, but to join the event, you must make contact with us first.

The sooner you join – the more memories you'll get.

Website hits last month:

240.

14 searches came from Google and one from the BMF Website and one via Yell

Any Other Business

Heather PROPOSED that the rubber cones and keep left sign that are at the garage but will no longer be required as the training scheme will not be doing CBT anymore, be donated back to Isleworth Town Primary School, if they would like them. All present AGREED.

Heather said she would contact the school.

Fixtures

28 July – Picnic in the Park – Marble Hill Park, Twickenham

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 20:45hrs

Thanks were given to Chris G for their hospitality.

Next meeting – It was agreed that there would be no committee meeting in August, so the next meeting would be Monday 16th September – 29 Mandeville Road, Shepperton, Middx TW17 0AL

2019 Isle of Man Classic

Attention Turns To Classic TT Presented By Bennetts



Barely has the chequered flag been waved on the 2019 Isle of Man TT Races before attention turns to the Classic TT presented by Bennetts and the next instalment of Motorcycle themed festival entertainment on the Isle of Man.

After a week of qualifying, the four-day nostalgia fest bursts into action on Friday 23rd August with the now traditional 'Paddock Carnival' curtain raiser, with stunt shows including the perennially popular Purple Helmets, live music and chat shows direct from a new Classic TT Main Stage adjacent to the Trackside Bar, as well as a Show and Shine competition which will also feature live 'start up's' as fans can enjoy the motorcycle assault on multiple senses.

Some of the world's most iconic, era-defining motorcycles will be appearing in the four Classic TT Races – the Bennetts Senior, Dunlop Lightweight, Locate.im Junior and RST Superbike Races – while race fans can also enjoy the chance to celebrate Steve Hislop's career through a parade lap by his friends and great rivals on the bikes that defined his career, as well as a pop-up museum display that charts the legendary Scottish rider's career.

Another great name in the TT's long history is Giacomo Agostini. The ten-time TT Race winner will be making personal appearances throughout the four days, with a paddock display and a parade lap, courtesy of Rob Ianucci's Team Obsolete, featuring the MV Agusta marque that is so synonymous with the Italian ace.

Dick Shepherd's eclectic Triumph collection will also be represented in the paddock, in a display that reflects the varied history of this great British manufacturer. The sheer breadth of machines, manufacturers and marques that comprise the Classic TT Races is also reflected in the Classic Racer Magazine Classic TT Lap of Honour - a veritable snapshot of Motorcycling history.

Nostalgia heads North on Sunday 25th with the VMCC's Festival of Jurby, as many of the extensive collection of bikes are ridden round the former airfield or just parked up for people to enjoy up close and personal.

The VIP Hospitality Suite has a four-day programme that kicks off with stand-up comedy on Friday 23rd from a major name on the circuit, before attention switches to the track with exclusive Race Day Experiences on Saturday 24th and Monday 26th August, as well as the RST Classic TT Heroes Dinner on Sunday 25th August – your chance to meet Motorcycle legends past and present. There will also be tickets available to purchase for the Classic TT Prize Presentation and Closing Party, with trophies and awards presented to the stars of the 2019 Classic TT Races along with live music.

The retrospective look back isn't just limited to racing, as the Counterfeit Stones bring their inimitable stage show to the VIP Suite on Saturday 24th August, playing their musical journey through five decades of instantly memorable and recognisable Rolling Stones tracks.

There's also a celluloid reminiscence with the free Sundown Cinema in Nobles Park. Four big screen cinema screenings of films that provided a celluloid backdrop to the 80's and 90's – Back to the Future, The Commitments, Wayne's World and Groundhog Day.

First Riders Announced For 2019 Classic TT



Alasdair Cowan Racing have become one of the first teams to announce their line up for this year's Classic TT presented by Bennetts, with David Johnson and Craig Neve contesting the RST Superbike Classic TT Race.

The duo will line up on identically-prepared ZXR750 Kawasaki's for the four-lap race which is scheduled to take place on the Bank Holiday Monday of August 26th.

ACR made their debut at last year's Classic TT with Neve and former Senior Manx Grand Prix winner Andrew Dudgeon on board. Neve was forced to retire from a top ten position on the second lap, whilst Dudgeon went on to take a brilliant fourth place.

Dudgeon's best lap averaged a speed of 123.024mph, which more than proved the capability and competitiveness of the ACR machines. With continued support from Robert Burns Ltd, team principal Alasdair Cowan is confident of an even better showing in 2019.

Neve will be making his third appearance at the Classic TT presented by Bennetts, whilst Australian ace Johnson, who recently signed for the Honda Racing squad, will be back for a fourth attempt.

The Adelaide rider has previously campaigned Suzuki XR69 machinery at the event, taking an excellent third place in 2015 and fourth in 2017 with Team York Suzuki. His move to ACR sees him join a long list of Kawasaki riders in the headline race, with the ZXR750 becoming the dominant bike in the class over the last two years, taking 6 of the top 7 spots in last year's race.

Star Names Confirmed For Steve Hislop Classic TT Celebrations

This year's Isle of Man Classic TT presented by Bennetts will celebrate the life and career of Steve Hislop, one of the greatest British motorcycle racers of all time. Entitled 'Back to the Future: The Hizzy Years', this celebration will take place 30 years after Steve set the first ever 120mph lap around the TT Mountain Course, a speed that remains a benchmark for competitors three decades on.



August will see the career of the enigmatic Scottish rider recognised, with many of his most memorable racing machines taking to the 37.73-mile TT Course in a demonstration lap by some of his former team-mates, rivals and friends.

Heading the line-up will be four-time World Superbike Champion and three-time TT winner Carl Fogarty, who was both a team-mate and rival to Hislop- the duo enjoying numerous battles during the late 1980s and early 1990s. Indeed, the hotly-contested 1992 Senior TT Race, which saw the lead change hands multiple times before Hislop prevailed by 4.4s, is widely acknowledged as the greatest TT Race of all time.

Fans' favourite and British Superbike Championship legend Chris Walker will join Fogarty on the lap in his first appearance on the Mountain Course. Walker competed against Hislop for many years in the British Superbike Championship and preceded him in the iconic Cadburys Boost Yamaha squad.

Current TT star Michael Rutter, who competed against Hislop in the British Superbike Championship and International Road Races for more than a decade, is another rider confirmed to take part.

Fellow Scots and TT winners Ian Simpson and Brian Morrison will be joining the celebration - the latter having also lapped at more than 120mph in that famous TT Race in 1989.

Another Scot, Stuart Easton, who not only hails from the same Hawick town as Hislop but was also his team-mate in Paul Bird's Monstermob Ducati team in 2001 and 2002 will be on board one of his idol's former machines, as well as double TT winner-turned TV pundit Steve Plater.

Hislop rode a variety of machinery during his career, with some of his most memorable bikes coming to the Island to go on display and be ridden. Included in that list will be the 350cc TZ Yamaha he rode to his first TT victory in 1987, the iconic 'White Charger' Rotary Norton from the 1992 Senior Race, and the Castrol Honda RC45 Honda he used to secure a double TT victory on in 1994.

Of course, Steve was equally adept on the short circuits and took three British Championships in total- two in the Superbike class and one in in the 250s. His 2002 title-winning Monstermob Ducati will feature in the celebrations and parade lap, along with the Red Bull Kawasaki, Cadbury's Boost Yamaha, and Virgin Yamaha R1 he rode during the 1996, 1998 and 2003 seasons respectively.

Steve's mother Margaret and his two sons Aaron and Connor will be attending the Classic TT and, as well as the on-track action, there will be a pop-up museum open to the public for the entire four-day event, showcasing all of Steve's bikes and allowing race fans to get up close to the machinery ridden by one of the all-time TT legends.

Images courtesy of Double Red Photography.

Giacomo Agostini to Ride Iconic MV Agusta At Classic TT Races



Ten time TT Race winner Giacomo Agostini is confirmed to appear at the 2019 Classic TT Races presented by Bennetts.

The legendary Italian, who has 15 world championship titles to his name, will ride the iconic Robert Iannucci owned 350cc MV Agusta 'Quattro Cilindri' that was first introduced in the 1972 World Championship season – the bike that replaced the hugely successful MV Agusta

triples that won the 350cc World Championship every year from 1968 to 1973.

Giacomo Agostini's name is synonymous with the iconic Italian MV Augusta marque that he represented from the 1965 season. He won the 500cc World Championship seven times in a row for the Italian manufacturer – also winning six successive 350cc titles on MV's and no less than ten TT Races. His career record included 62 500cc and 48 350cc Grand Prix race wins on MV Agustas.

The bike that he will ride in a parade lap at the Classic TT epitomises archetypal mid 70's cutting edge Grand Prix racing technology. It is the one that was raced in the 1976 season, where Agostini formed his own team with backing from tobacco company Marlboro.

The season was beset with problems in the 350cc class but the highlight was undoubtedly the famous victory at the Dutch TT at Assen where the warmer weather conditions handed a huge advantage to the air/oil cooled MV's while the two stroke teams were forced to detune and struggled in the conditions. The Italian lead from the start of the race and won by a margin of 24 seconds. The victory in the Dutch TT was Agostini's final 350 Race win, MV's final 350 race win and the last time a four stroke engine won a race in the 350cc class.

Brooklyn based Team Obsolete owner Rob Iannucci acquired the bike from the MV Agusta Cascina Costa Racing shop in 1986 and the Team Obsolete technicians have refurbished the bike while maintaining it in its original 'as raced' condition.

Giacomo will lead the field away in the Classic Racer Magazine Classic TT Lap of Honour on Monday 26th August. He will also be a guest of honour at the RST Classic TT Heroes Dinner on Sunday 25th August as well as appearing at the Vintage Motor Cycle Club's Festival of Jurby earlier in the day.

Team Obsolete's Rob Iannucci said: "We have been a passionate supporter of the Classic TT concept since its initial inception and the chance to bring back the combination of one of the greatest names in TT history and one of the most iconic marques was an opportunity we couldn't pass up. We are delighted to be able to give people on the Isle of Man the chance to witness this remarkable bike being ridden on the Mountain Course and to be able to add another chapter to this prestigious event's growing reputation. We thank our sponsors Avon Tyres and Red Line Synthetic Oil"

Images courtesy of Yve Assad

Harrison Leads Three Man Team for Laylaw Racing

Laylaw Racing will again have a strong presence at this year's Classic TT presented by Bennetts, as they continue to run a three-rider line-up headed by Senior TT winner, Dean Harrison.

In addition to this year's Dunlop Senior TT Race winner Dean Harrison and ten-time TT Champion Ian Lougher, the team – headed up Southern Irishmen Eddie Laycock and Gerry Lawlor – will also field Phil Harvey in the four-lap Dunlop Lightweight Classic TT Race with the trio riding similar, immaculately-prepared TZ 250 Yamaha's.



Harrison made his debut for the team at last year's event which saw him have his first ever race on a two-stroke and he didn't disappoint as a fastest lap of 113.485mph enabled him to finish in a fine fourth place despite a problematic time during qualifying.

Now a three-time TT race winner, Harrison has also been victorious at the Classic TT on four occasions with two successive wins coming in the 2017 and 2018 RST Superbike Classic TT races on the Silicone Engineering Kawasaki.

His first Classic TT win was secured – by the narrow margin of 0.174 seconds - in 2013 with victory in the Formula Classic Race riding a 750cc BSA. Another win was taken in the 2015 Senior Classic TT Race, when riding a 500cc Black Eagle MV Agusta, and with the experience of last year's Lightweight Race under his belt, he will be aiming for the victory this year to complete a unique set of race wins around the Mountain Course.

Winner of the 1990 Junior TT on a Ray Cowles Yamaha, Lougher continues with the team for a fifth consecutive year and having taken three podiums in the last three years, he's keen to take the top step this time around and repeat his victory of five years ago.

Runner-up to Bruce Anstey in both 2016 and 2017, the veteran Welshman took third place behind Lee Johnston and Adam McLean twelve months ago and with a best lap on the Laylaw Racing machines of 117.742mph, set in 2017, he'll again be amongst the favourites for race honours this time around.

Harvey, meanwhile, returns to the event hoping for better fortune this year after being forced to retire twelve months ago. However, having made his debut around the 37.73-mile circuit back in 1995, the Goole rider has every chance of a podium finish having taken third place in 2016. He also took fourth place two years ago on his privately-entered Honda and with a fastest lap of 113.212mph, he cannot be discounted.

Laycock, himself a double TT winner with victory in the 1987 Junior and 1989 Supersport 400cc races, and former sponsor Lawlor have established themselves as leading exponents in the Lightweight Classic TT field and there's every chance the striking yellow and white machines could take a clean sweep of the podium positions this August.

Images courtesy of Dave Kneen / Pacemaker Press

Rutter & Mclean Head Up Ripley Land Racing Team



Ripley Land Racing have opted for a healthy blend of youth and experience for August's Classic TT presented by Bennetts, having signed TT stars Michael Rutter and Adam McLean for this year's annual event.

Having ridden for the team since 2014, Rutter will again campaign a 350cc Drixton Honda in the Locate.im Junior Classic TT where he'll be joined by young gun McLean on board a 350cc AJS 7R. The Northern Ireland youngster will also contest the Bennetts Senior Classic TT on the team's 500cc Seeley G50, previously ridden by Rutter.

Winner of this year's SES TT Zero Race, Rutter has enjoyed some excellent results at the Classic TT since first contesting the meeting five years ago. The Midlands rider has twice won the Junior Classic TT for Ripley Land Racing, taking the honours in both 2015 and 2017, whilst he also finished a close second to Michael Dunlop in 2016.

He was leading last year's race before a puncture halted his progress and led to eventual retirement, whilst his fastest lap on the 350cc Honda of 104.002mph is the third quickest in the class ever, behind Dunlop and Dominic Herbertson.

Meanwhile, McLean made an excellent debut at the event last year when the 23-year old finished in a superb sixth place for the team in the Locate.im Junior Classic TT, riding the same AJS he'll campaign this year.

Ripley Land Racing are staunch supporters of both the Classic TT and the classic racing scene in general, with Ian and Janet Garbett continually putting out machines of the highest quality.

In addition to the success enjoyed with Rutter, the Guildford-based team have also taken two race wins at the meeting with Chris Palmer, and Cameron Donald is another rider to have enjoyed some strong results on board their machines.

With Rutter and McLean signed for 2019 their intentions are clear for this year's Classic TT and they have a great chance of adding to their already impressive track record.

Images courtesy of Dave Kneen / Pacemaker Press

Jamie Coward Added to Binch Racing Line Up



Binch Racing will be amongst the favourites for success at this year's Classic TT presented by Bennetts, with a three-rider line up of Jamie Coward, Adam McLean (pictured) and Gary Vines. The trio will all contest the four-lap Dunlop Lightweight Classic TT Race on immaculately prepared TZ250 Yamaha's for the team run by former Manx Grand Prix rider, David Binch.

Jamie Coward, this year's TT Privateer's Champion, is a new addition to the team in 2019 and will be having his first taste of two-stroke racing at the Classic TT. However, he's no stranger to the event itself and, having already competed in the three other classes, has chalked up five podiums in the Senior and Junior Classic TT Races.

The Hebden Bridge rider has proven to be one of the most versatile riders currently competing on the roads and is in arguably the best form of his career. He's already been in action on the Binch Racing machine this year, with the 28-year old running at the front at the Pre-TT Classic meeting at Billown.

Adam McLean had his first two-stroke outing on the Mountain Course at last year's event and he gave the team an excellent result when, after leading in the early stages, he finished in the runners-up spot to Lee Johnston.

The 23-year old Ulsterman pushed his more experienced rival all the way and although he was ultimately overhauled for the win, a superb best lap of 116.870mph enabled him to finish in second place - ahead of riders including Ian Lougher and Dean Harrison.

Gary Vines completes the line-up, with the Colchester rider having been one of the leading two-stroke exponents of recent years. Winner of the 2015 Newcomers Manx Grand Prix, the 28-year old finished in sixth place in the 2016 Lightweight Classic TT Race and was running in fifth place last year for the team before being forced to retire.

With a fastest lap on the 250cc Yamaha in excess of 112mph, his credentials around the 37.73-mile course speak for themselves and together with McLean and Coward, Binch Racing have assembled a formidable looking line up that is sure to be challenging for the race win.

Images courtesy of Dave Kneen / Pacemaker Press

West Joins Johnson In Team York Suzuki Line Up



Team York Suzuki are again set to challenge for honours at this year's Classic TT presented by Bennetts, having secured the talented services of Gary Johnson and Sam West for the August event.

Both Johnson and West will contest the four-lap RST Superbike Race on identically-prepared 1100cc Suzuki's for Kevin Pearson's York-based team.

It will be Johnson's fourth successive year with the team and although he's found luck in scarce supply in recent years, his undoubted pace means he's more than capable of pushing for a podium position at the very least.

The double TT winner has recorded a best lap of 123.864mph on the striking blue and white machines and was running in third place in last year's race before being forced to retire at the beginning of the third lap. He did, however, take fifth place in 2016.

West joins the team for the first time replacing Australian David Johnson, who competed with the team at the Classic TT between 2015 and 2018.

30-year old West needs no introduction to road race supporters though, having established himself as one of the leading privateers on the road circuits in recent years. His best finish around the Mountain Course came in last year's RL360 Superstock TT Race, when he finished in an excellent eighth place with the Senior Race seeing him lap at just under 130mph.

His best results earlier this year, 12th and a brace of 13th's, came in the RST Superbike, RL360 Superstock and second Monster Energy Supersport TT Races, whilst he made his debut at the Classic TT presented by Bennetts last year. Riding the Cookson Travel Suzuki, the Wilmslow rider took a fine eighth place with a fastest lap of 117.061mph.

A former racer in the 1980s, Pearson set up his own team with support from the York Suzuki Centre more than a decade ago and having supported the Post-Classic Manx Grand Prix races, he immediately contested the Classic TT when it was launched in 2013.

The following year saw the team have its best result to date, when Russ Mountford took an excellent third in the Formula One Classic TT Race. David Johnson also gave the team fourth and fifth place finishes in 2017 and 2015 respectively to further emphasise the competitiveness of both the team and the machinery.

The 2019 line-up should again see Pearson's team well to the fore, with both riders having a great chance to impress.

Image courtesy of Dave Kneen / Pacemaker Press

Hillier Joined By Sweeney at CSC Racing



CSC Racing will have a new look to their campaign at the Classic TT presented by Bennetts, with regular team member James Hillier being joined by Michael Sweeney.

Hillier will contest the Bennetts Senior Classic TT race on a 500cc Honda-4 with Sweeney joining him at the August event on a similar machine. The Southern Irishman has taken over the machines vacated by Dan Cooper and will also line up on a 350cc Honda in the Locate.im Junior Classic TT Race, which will also be held over four laps.

34-year old Hillier, who took two more podiums at this year's Isle of Man TT Races is no stranger to the Classic TT, having been a regular on board the CSC Racing Honda machines since the inaugural year in 2013 and this year will be no exception.

The Hampshire rider took sixth in the 2013 Senior Race and although he was out of luck in the years immediately following, he was back on the leader board in 2017 when he took a solid eighth place on the team's immaculate 4 cylinder Honda machine.

Last year saw him go one better with seventh, whilst he now has a personal best lap in the class at 105.940mph which will again see him amongst the seeded riders this August.

Sweeney, meanwhile, will contest the Senior and Junior Races for the first time and will look to emulate the results achieved by Cooper, as the Gloucestershire rider regularly challenged for the podium positions in his three years with the team.

County Dublin based Sweeney has, however, prior experience of the festival having previously contested the Dunlop Lightweight Classic TT Races. Riding for Laylaw Racing, the now 36-year old took eighth in 2016 and 12th in 2017 when on board a 250cc Yamaha and, one of the best TT Privateers in recent years, he should be well to the fore on team owner Steve Caffyn's machines.

The team will also field a third rider, with Weston-Super-Mare's Wayne Axon riding an XR69 1100cc Suzuki in the four-lap RST Superbike Race.

Images courtesy of Dave Kneen / Pacemaker Press

Mistral Racing Field Jordan and McGee for 2019



Mistral Racing are set to field two of the Mountain Course's rising stars for this year's Classic TT presented by Bennetts, having signed Paul Jordan and Derek McGee for the August meeting. Both Jordan and McGee will ride identically-prepared ZXR 750 Kawasaki's in Bank Holiday Monday's four-lap RST Superbike Race.

Jordan joined the team in 2018, ironically as a late replacement for McGee after he was injured at the Ulster Grand Prix, with the Magherafelt rider going on to put in a superb performance. With a fastest lap of 122.445mph on the green, white and red Kawasaki, the now 27-year old had worked his way up to fourth place behind Dean Harrison, Horst Saiger and Conor Cummins before cruelly being forced to retire on the final lap.

His stock has risen further since then, with a series of high-class performances at both the North West 200 and Isle of Man TT Races fuelled by Monster Energy, as well as at the Irish National Road Races. This year's TT Races saw him take no less than five top twenty finishes when riding for Dafabet Devitt Racing, the highlight being an excellent fourth place in the Bennetts Lightweight TT Race. He also lapped at more than 125mph for the first time.

McGee, meanwhile, had been due to make his Classic TT debut last year, before the aforementioned incident at the Ulster GP when he was the innocent victim of another rider's crash. His 2019 season started superbly with a hat-trick at the Cookstown 100, four wins at the Tandragee 100, and a maiden podium finish at the North West 200, before a practice spill at Greeba Castle ruled him out of this year's TT.

Working his way back to full fitness, the 'Mullingar Missile' will finally get to make his first Classic TT appearance later this year where, together with Jordan, he forms a formidable looking team with the duo having a great chance of recording a podium finish.

Mistral Racing have competed at every Classic TT since its maiden year in 2013 and highlights have included the late Dan Kneen's fifth place in the 2017 Superbike Race. With over 25 years' experience in performance motorsport and motorcycle tuning, they are recognised as one of the most accomplished engine tuning companies in the UK.

Images courtesy of Dave Kneen / Pacemaker Press

Author: IOM TT Races Official

Honda CB750: The world's first superbike turns 50

Fifty years ago, British bikers got their first look of the machine that would change motorcycling forever. On April 5, 1969 at the Metropole Hotel, venue for the Brighton Motorcycle show, two pre-production examples of the all-new Honda CB750 were displayed for the very first time.



As the first mass-production motorcycle with not just four cylinders but also a disc brake and electric starter, the CB750 set the new standard for sophistication. It was, in fact, the first 'superbike'. A new word had entered our lexicon.

And as the first big-bore, multi-cylinder machine from the Far East, the CB not only ushered in a new era of Japanese dominance, with similar 'UJMs' ('Universal Japanese Motorcycle', the term soon applied to the flood of transverse fours which followed such as the Kawasaki Z1 and Suzuki GS) coming to define the '70s and early '80s.

It was also the final nail in the coffin of the ailing British bike industry. Within a decade, BSA, Norton, Royal Enfield and effectively even Triumph were no more. No mean feat for a bike that went from idea to metal in around six months.

The creation of the CB is well reported yet is still the source of some debate. Although by 1966 Honda was already the world's largest motorcycle manufacturer, the biggest capacity bike it made was only 450cc – the famed CB450 Black Bomber twin launched in 1965.

That machine had been designed to appeal to the huge US market yet, despite performance that matched or bettered many larger bikes, Americans preferred big cubed Harley-Davidsons and, particularly, Brits such as the Triumph Bonneville.

In early 1967, after five consecutive GP world titles with its multi-cylinder 350s, sweeping the 250 crown with its RC166 250-6 and winning all five constructors awards, Honda announced it would withdraw from GP racing after the FIM announced new regulations restricting 500cc machines to four cylinders and 250 and 350s to twins. Honda would focus instead on using that technology to produce road bikes.



The main target was the US where, in 1966, Honda sales had begun to drop and where customers, according to its US distributors, were crying out for new, big-bore machines.

The leader of the project was Yoshiro Harada. He visited the US in the summer of 1967 to investigate the CB450's impact and even went so far as to detail the bike's superior performance to the staff at American Honda, telling them it was even better than the Norton and Triumphs.



In response, they didn't see the point of a 450 and simply wanted a bigger machine. But how big? Honda claim the idea came from Soichiro Honda in June 1968 when visiting Switzerland. "A policeman on a white police motorcycle came into the park where we were," he's reported as saying. "He then got off his bike. I was watching it, thinking what a small motorcycle he was riding."

I was amazed to find it was a Triumph 750cc. So, actually the motorcycle was fairly big, but it looked small since the policeman was so big. I knew then that our bikes wouldn't sell in foreign markets if we kept building them according to our Japanese perceptions."

Meanwhile, at American Honda, service manager Bob Hansen, who that year flew to Japan and met with Mr Honda, is credited with coming up with the multi-cylinder 750 concept. Over lunch, Honda-san told Hansen they were working on a top secret 'king of motorcycles'.

Hansen, who knew Honda had a 600 twin car engine and that Triumph were developing a 750 triple, is reported to have responded that the new bike "better not be a twin", suggesting "it should be a four".

Either way, by October 1967, the basics of Honda's new big bike being a 750 with an output of at least 67bhp (or 1bhp more than Harley's then 1300) was agreed and in February 1968 a team was assembled.

With the main aim being superior performance and reliability to rivals from Triumph, BMW and Harley, a four-cylinder, four-exhaust layout was quickly settled on so that the bike would immediately associate with Honda's multi-cylinder Grand Prix machines.



Amazingly, within just six months Harada's team had produced a prototype four-cylinder motor which, when tested in a CB450 chassis immediately proved smooth and fast, so much so that it brought a headache of its own.

With the planned unveiling at the 1968 Tokyo Show in October fast approaching one of Harada's big decisions was how to slow the new 750/4 down. Although the test mule used the

then usual drum front brake, Harada felt one of the new disc brakes, which had started to become popular in racing, was a better choice.



Unable to make up his mind he approached Soichiro Honda. "We've designed two braking systems," he told Mr Honda. "One uses conventional drum brakes and the other disc brakes. Of the two, the disc-brake specification has only recently been developed, so will need more tests. If disc brakes are adopted, we aren't sure we can meet next spring's target."

Honda-san's reply was simple and direct: "Well, of course we'll have to go with disc brakes."

Duly, on October 28, 1968 at the Tokyo Show, the centrepiece of the Honda stand was the stunning new CB750 rotating silently on a floodlit plinth with an engine mounted on a stand alongside.

More, however, was to come. With the American market key, just as important was Honda's first US dealer meeting held in Las Vegas the following January where the new CB750 was top of the agenda. Four prototypes, in red, blue, green and gold, were displayed.

According to reports, American Honda President, Kihachiro Kawashima, initially announced a price of just \$1295, causing a furore as that was over a thousand dollars less than any rival and creating a clamour for orders – so much so, in fact, that Kawashima promptly raised the price to \$1495.

"Since large bikes were selling for between \$2800 and \$4000, all 2000 dealers burst into thunderous applause when they heard its price," remembered Harada.

Overwhelmed, Honda quickly upscaled production. An initial estimate of 1500 machines a year had led to early engines being produced by what's referred to as a 'sand-cast' technique to avoid outlay on die-cast tooling for a model they didn't know would be profitable. The first production machine would roll off the assembly line on March 15th, 1969.



However, the flood of orders led that 1500-per-year figure to quickly be revised to 1500 and then 3000 a month. As a consequence, those 'sand-cast' examples, identifiable mostly by a



rougher finish on the cases and a clutch cover held on by 10 rather than 11 screws, are now among the most prized CB750s of all.

That Tokyo unveiling also affected motorcycling in less obvious ways. Kawasaki, for example, halted its own secret superbike project, also for a 750 four, went back to the drawing board only to return a few years later with the 903cc DOHC Z1.

While in the UK, the success of the CB killed off any last hopes that the Triumph Trident and BSA Rocket 3 might revive the British industry. The Honda's public unveiling in Brighton, using the gold and green prototypes shown in Vegas, literally changed the direction of British biking forever.

That gold prototype has proved very significant, too. While the green bike went on to shows in Europe, the gold one was used for the first road tests, sold to the Earl of Denbigh and later became known as 'the Brighton bike'. It was sold at auction at the National Motorcycle Museum last year for £161,000, making it the most valuable Japanese production bike ever.



Source: MCN By Phil West

Bye-Bye BMW, Well Hello Yamaha Tracer

Well, after 3 years (and one day) I've decided the BMW R1200GSA is a little too heavy for me. Having bought the bike from eBay which resulted in a 7-hour journey to Blackpool to collect it with Karl.

The bike has been absolutely brilliant, the extra-large tank does have its advantages, also some disadvantages, i.e.- Weight.

So, advertised on the lovely eBay and 3 hours later it's sold! Guy comes from the Netherlands to buy it cash in hand. 3 years (and one day) covered over 10,000 miles on it and it cost me about £300! Can't complain at that.



So, what have I replaced it with?

Well, at Whiteway's (the Souths version of Box Hill, just with a bit more sun) our local BMW dealer set up a demo day. We rock up and the F850GS Rally takes my eye. Bit concerned that 350cc's smaller than the GSA but get talked into a ride. First impressions "not bad" seat height is still a bit tall for a short arse, the instruments are easy to read and nice little extras like on board computer, various riding modes – Dynamic, Road etc and a quick shifter. One of the things they tell you about the group ride is No Overtaking! So, the last thing you expect to see is someone overtaking. One of their guys overtakes to stop the traffic to keep the group together. He frightened the crap out the guy behind me as I witnessed him jump as he went past us – that will teach you for not looking in your mirrors!! Anyway – If you want my advice – don't waste your time on ride outs like this – some of the people on these rides simply should not be allowed and it just spoils it for the rest of the group – also too the guy in front of me by surprise when the guy in front of him could not take corners!



So, would I go for the 850 Rally? Unfortunately, it's a no – too much of a lag with the engine response, quick shifter did not work as it should every time (I know it's a demo bike, but how can you promote something that's not working correctly?) and a mere £12690.00 on the road price.

Picture from

www.bmw-motorrad.co.uk/en/models/adventure/f850gs.html

Scott and Karl rant and rave about the Yamaha MT range – so I have a little look at some of the reviews. The MT-07 has some great reviews but the bike is not really a replacement for the old GSA. But Yamaha do a Tracer 700 and a Tracer 900.

Actually, the Tracer 700 - it's not bad, and the early reviews are raving about it – lighter than the V Strom 650 and Honda's NC750 – yet more power than both of them. Yamaha have thought about this – luggage, Running Lights, Larger Tank (with a decent fuel range). We pop into our local Yamaha dealers and they have a 700 and a 900 available for road test. I take the 700 out (as they have a used one for sale).

Well, if you've ridden this bike you will know it's light (63kgs lighter than the BMW R1200 GSA, a mere 196kgs) and a whizzy engine. The riding position is great, and with the comfort seat – well it does what it's supposed to. We have some lovely roundabouts near here, so got to see how it handles them and the acceleration out of them onto NSL dual carriageways – hey, not bad – considering this is 500cc less than the BMW. Play with the trip computer and averages 74mpg *WHAT?? That's 20mpg more than the BMW!

So, I eventually get back and I know I'm not going to bother road testing the 900. The reviews state that the extra 200cc's only produce an extra 10mph, an extra cylinder and with another 14kgs!

The used one, 16 plate, one owner, full history has over £1300 worth of accessories – Taller Screen, Comfort Seat, Rear Hugger, Engine Bars, Running Lights, Rear Rack and Top Box – all nice to have extra's – already fitted. So that was one easy sell – oh yes – forgot to say – yes it has panniers as well!



Well, See you out there.

Steve Pearce

Small Number Plates On Motorbikes – What’s The Law?

<https://www.bikerandbike.co.uk/small-number-plates-motorbikes-whats-law/>



Are small number plates illegal?: Understand everything from character sizes, plate sizes and colours.

So you have figured out that a smaller number plate on your motorbike makes your rear tyre look bigger. And bigger tyres are meaner, right?

Many bikers have thought about and many of us have done it, but what does the law say about having a smaller number plate on your bike?

Single row plates on motorbikes

For a start, single row plates are illegal, according to the Government’s own website, gov.uk, where it states:

“The characters on the number plate must be set out over two lines and must be displayed on all motorcycles registered on or after 1 January 1973.”

If your bike was registered before 1st September 2001 you may display a three-row number plate, which does suit some bikes, like fat BMW boxers pretending to be police bikes.

For all other bikes there is a strict two-row rule and for all bikes registered after 1st September 2001 the plate must be displayed on the rear of the bike. If your bike was registered before then, you can voluntarily have a front plate as well, but not after that date. Tricycles built from motorcycles must meet the rules for motorcycles.

As you may have guessed, there were a few rules changes on the 1st September 2001, nowhere more so than on character sizes, which has a big effect on how small your number plate can be.

In effect there are three different era periods, each with its own set of character sizes:

Character sizes on motorbike number plates from 1st September 2001

The sizes apply not just to bikes registered after that date but to any replacement number plate fitted after that date (i.e., now). They also apply to tricycles built from car bodies and quad bikes.

- Characters must be 79mm tall
- Characters (except the number 1 or letter I) must be 50mm wide
- The character stroke (the thickness of the black print) must be 14mm
- The space between characters must be 11mm
- The space between the age identifier and the random letters must be 33mm
- The margins at the top, bottom and side of the plate must be 11mm
- Vertical space between the age identifier and the random numbers must be 19mm

Character sizes on motorbike number plates before 1st September 2001, but after 1st January 1973

- Characters must be 89mm tall
- Characters (except the number 1 or letter I) must be 64mm wide
- The character stroke (the thickness of the black print) must be 16mm
- The space between characters must be 13mm
- The space between the age identifier and the random letters must be 38mm
- The margins at the top, bottom and side of the plate must be 13mm
- Vertical space between the age identifier and the random numbers must be 19mm

Character sizes on motorbike number plates before 1st January 1973

- Characters must be 64mm tall
- Characters (except the number 1 or letter I) must be 44mm wide
- The character stroke (the thickness of the black print) must be 10mm
- The space between characters must be 10mm
- The space between the age identifier and the random letters must be 30mm
- The margins at the top, bottom and side of the plate must be 11mm
- Vertical space between the age identifier and the random numbers must be 13mm

Glad we cleared that up... But wait, for 'proper' trikes, built from a motorcycle base, the rules are:

- Characters must be 79mm tall
- Characters (except the number 1 or letter I) must be 57mm wide
- The character stroke (the thickness of the black print) must be 14mm
- The space between characters must be 11mm
- The space between the age identifier and the random letters must be 33mm
- The margins at the top, bottom and side of the plate must be 11mm
- Vertical space between the age identifier and the random numbers must be 19mm

Why a potentially larger vehicle has a smaller set of characters, we'll never understand.

What are the other rules on motorbike number plates?

While we've got you here, it's worth getting up-to-speed on the other rules surrounding legal plates.

- Number plates must be lit during the evenings
- Registration marks must be readable and not covered by dirt
- Vehicles must have number plates fixed to them
- Number plates must be laid out in the correct size, colouring, font and spacing
- Owners cannot alter or rearrange numbers and lettering on their number plates
- Plates should follow the British Standard for number plates including the trademark of the plate supplier
- No other images should be used on number plates except approved images such as the Euro flag and other flags
- A non-reflective border is optional

That last one is critical for getting an extra 5mm or more off the size of your plate. And if you're fond of a tag line, like 'Biker's do it in the fast lane' (I have actually seen that...) then it's going to make the plate not just technically illegal, but bigger, buddy.

Yellow or black number plates?

Let's face it, any bike born before Ron Haslam started terrorising championships is always going to look better with a black back plate. But there are rules:

Vehicles made before 1 January 1973 may display traditional 'black and white' number plates (for example, white, silver or grey characters on a black plate).

Since April 2016 vehicles manufactured before 1 January 1976 can display the older style plates. You must:

- Have applied to DVLA, and
- Be registered within the 'historic vehicles' tax class.

Vehicles constructed 40 or more years ago are exempt from tax. The 40-year exemption date rolls forward automatically each year on 1 April.

Get yourself sorted:

If you're the sort of person who wants to know exactly where a bike was first registered or want to understand the farcical year-of-registration system or indeed anything to do with number plate rules, fill your boots with this DVLA pamphlet.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/783978/vehicle-registration-numbers-and_number-plates-inf104.pdf

Break Time

Caption competition July's photo.

Winning Caption: Jon loved his Bruder 02433

Caterpillar Asphalt Drum Compactor!

Best of the rest:

See Fiona, you can fit your luggage on!

So.. we needed an extra-large parachute for this model of dragster.



August's Photo:



Send your suggestions to:

sharonroberts2412@gmail.com

How can you throw a ball as hard as you can, and make it stop and return to you, without hitting anything and with nothing attached to it?



A farmer in Somerset owns a beautiful pear tree. He supplies the fruit to a nearby grocery store. The store owner has called the farmer to see how much fruit is available for him to purchase. The farmer knows that the main trunk has 24 branches. Each branch has exactly 12 boughs and each bough has exactly 6 twigs. Since each twig bears one piece of fruit, how many plums will the farmer be able to deliver?

Answers on page 55

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

A Shorty's Shopping Experience

Most girls love shopping, it's the best therapy in the world. Shoes, clothes and chocolate. But bike shopping, now that's a whole different ball game and after my accident it was exactly what I needed.

I can't just like the look of a bike, make an appointment and go for a spin. I have to trawl through pages of specs to find one that has a compatible seat height to my short inside leg, check the availability of a lowering kit, and possibility of scooping the seat. Then check the weight and reach at full stretch. Once all of that has been considered, I can look for one that is for sale. To add to the drama, living in Mid Wales means I would be extremely lucky, but probably unlikely, to find one anywhere near local.

My first search was for another CBF1000 even though I had been there and done that, it's in the back of my mind that it may just have to be.

There are several for sale, ranging from yucky to pretty, the yucky one is local - had to be - the pretty was in Essex!

Next to catch my eye was the Z1000SX. A green and black tourer with luggage. Weight 230ish, seat height 815mm. Do-able with a lowering kit, but no room for scooping the seat. There was one in Swansea.. Hmm. Next, Kawasaki 900RS. Going back to retro styling was definitely an option if I could fit on the thing. Two models, Café Racer or base, and yes there was one in the same dealer in Swansea. So, a trip to M and P then.



I was excited, the Z1000SX was first. We found it, but, it had been sold. A salesman came over and spoke to Mike 'Nice bike and good for touring' Mike agreed and asked if I they had one I could sit on it and try for size. The salesman raised an eyebrow and showed us a performance model. I was still very sore from the accident but even without the pain I don't think I could have lifted the bike off the centre stand. It was too high and the seat was

really hard and uncomfortable despite what the review had said. Even the lowering kit wouldn't have made much difference.

I was totally deflated and it didn't help that the salesman was a 'KTM guy' and wasn't up on the specs. In fact I knew more than he did. Determined to try and sell us a KTM tourer 'because they had a low seat height and you could take lots of luggage' we had a look. If you're 6 feet tall the seat height would be low, and yes, you could fit lovely boxes! Weight 189kg, light then, seat height 835mm. He asked me what my current bike was, when I said the CBF, he suggested I go across to the Honda showroom. He didn't want to sell me a bike then!



Off we trot to the Honda showroom. I was feeling disappointed. The CB1100RS caught my eye. It looked nice and I was eager to have a sit, but the 'Honda salesman' said to Mike he would be with us in a sec and take it off the centre stand! I thought it was quite a nice looking retro. He turned up and I swung my leg over, I couldn't reach the floor with both feet or get close to lifting it off the stand! I got off. Seat height at 795mm? Not this one. No

available lowering kit, smaller springs maybe? But a hefty 252kg this all felt a bit strange; I should have been able to get close to reaching the floor. The Honda guy had to leave us and said he would be back in 5 minutes. 20 Minutes later after I had tried an NC750s (nope), Ducati Diavel (reach too much), BMW F800S (too old but low enough) and a Triumph Street triple (a bit high) we decided that we could wait no longer.

We walked back to the main sales area and had another look. Then I saw the Honda 900RS. I had completely forgotten about it. Very nice and I thought this was it. I quickly sat on the first which was the café racer style. The seat height was good but the riding position was too far forward. The base model had a good riding position but the seat height was too much. There wasn't a salesman in sight. We left.



A couple of weeks later we visited Fowlers in Bristol. They had been very accommodating on previous visits.



We made our way to the first floor and the Triumph section and The Bobber. The 'Triumph guy' came over and told Mike he could have a try, Mike told him that it was for me. He turned to me and carried on with his sales pitch.

I loved the look, but it wasn't the style I was after. I tried it never the less and loved it. Then I tried the Speed Master. Preowned it had loads of extras and was really comfortable with my feet flat on the floor! So tempted, but again not the style I was after.



We continued to look and came across the VFR 1200S. It looked low, but heavy. The sales guy started to talk to Mike and I intervened. Actually it's for me! I tried it and managed to lift it off the side stand, but my right foot was nowhere near the ground. The 3cm lowering kit and a scooped seat meant it could be for me, but the salesman wasn't really looking to sell me a bike today. He suggested I look at the Z1000!

No thanks, it's not what I want. We left again empty handed and I was losing interest.

A couple of weeks later I started looking again, and found a CBF1000 at CMC Motorcycles in Newport Gwent, an hour and a half away.

We walked in and saw a sea of bikes, where was a CBF? We got a few feet in and I saw an XJR1300 Racer. All thought of the CBF went out the window. It looked low and was good looking. I'd tried Mikes which was really wide, high and uncomfortable.

Nick came over introduced himself and asked us if we needed help. We asked if I could try the XJR and he pulled it out. Of course it was too high. He lowered the suspension and being narrower than the standard model, made the height easily better for me. Of course the bars could be lowered and the seat could be scooped out. As always I was uncertain if it would be low enough for me to ride. Without the seat scooped, I couldn't ride it, and we couldn't scoop the seat before buying it, same old scenario.

I don't know why we hadn't bought our bike gear, maybe I wasn't expecting to find anything. I bit the bullet and paid a deposit, Nick filled in the paper work, got a call from admin checking the name on the form, 'Yes it is Sharon' he said into the phone. Looked at me then rolled his eyes to the ceiling. We would return in 2 weeks to test ride it.

Mike rode the bike. While he did that I sorted out luggage options for a plastic tank with an offset fuel filler. I sat on the bike, Nick did everything I asked, tried without the seat but a piece of cardboard instead, went off and found Alan the mechanic to adjust the handle bars, clutch, brake levers and mirrors. It all started to feel very comfortable.



I bought it. Paid the money smiling and left the bike to have the seat scooped.

The guy did a fab job. I could reach the ground comfortably. I was so happy although a little nervous as I hadn't ridden since the accident. Paper work and tax done. I started her up to leave..... I couldn't raise the side stand. I just couldn't reach it. OMG!

There was a group of staff watching, waiting for me to leave and I was going nowhere. Alan the mechanic came over and asked if he could help. How was I going to manage if I couldn't raise the stand? I was desperate and suddenly caught it and it flicked up. Disaster averted I pulled away a little tentative and fully aware of the eyes on me but managed successfully.

We stopped at the garage for fuel, I couldn't put the stand down. No matter how hard I tried I couldn't do it. Mike had to do it for me. This was a nightmare and I could have cried but Mike assured me we would find a way to modify it.

We got home and I put the bike away feeling despondent. Tomorrow was another day.

I woke up thinking about the bike. First thing we went out and looked, talked, looked again and racked our brains to see how we could adjust things. We decided a piece of steel would need to be welded just below the spring. For today Mike would help with the stand. So we got ready to go out. I dug out my boots and noticed my old boots. Hmm.. I put them on knowing they would give me some height. We set off first stop to fuel the bike. As we pulled up I gave the stand a try. The heel of the boot caught the stand. I had managed to do it myself! How happy was I.

Where there's a will there's a way.



TfL In Chaos Over ULEZ Motorcycle Exemptions

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



In a five-minute telephone call recorded by a Biker & Bike reader, Transport for London proves it has failed to set up a properly functioning system for dealing with low-polluting motorcycles.

A Biker & Bike reader sent us a recording of a telephone call with Transport for London when he tried to get clarification on whether his motorcycle was now exempt from the *ULEZ charge of £12.50. The full transcript of the conversation appears in full after this article.

During the call it becomes clear there are holes in Transport for London's ULEZ system, specifically the DVLA – on who *TfL are relying upon for data – are not updating their databases quickly enough. Worse, when TfL know a motorcycle is exempt, they are not telling DVLA so the databases can be updated, either.

It also appears that TfL uses a different database to administer the ULEZ charge itself. The Motorcycle Action Group (MAG), which has been working tirelessly to get both concessions and a total exemption for all motorcycles said in a release, 'In our meeting with TfL on 21st March, they confirmed that the database for the online checker has not and will not be updated. They claim that there is a separate database used to administer the charge and fines that is being updated with individually exempted pre-Euro 3 bikes. Naturally we have no way of checking this claim.'

To add insult to injury, TfL is not releasing details of the models and years of motorcycles that clearly conform to their requirements. If they did, other motorcyclists would not have to go to the time and expense of going through the same process. A simple online database would save TfL hundreds of man hours currently wasted on phone calls like the one detailed here, less wasteful paperwork would be generated, and fewer still valuable motorcycle would not be sold by motorcyclists who do not realise their bike could be exempt.

In the absence of an official database, Biker & Biker has issued a list of older, pre-Euro 3 motorcycles that have won exemption from ULEZ charges either by submitting documentation or, when that is not an option, to undergo an emissions test.

Read: the 34-year-old RD350 that passed the *NOx test with a stunningly low reading.
(See below ED)

Broken System

In common with many other London motorcyclists, Dougie Dickson went through the process of getting a Certificate of Conformity for his bike, but when he understandably checked with TfL's own system for confirming his exemption, he discovered the bike was not exempt after all.

From correspondence to us and comments we have seen online, it is clear that dozens if not hundreds of London bikers are suffering the same fate as Dougie – they have gone through the process of getting an exemption, they may have even received an email confirming the exemption, but TfL's ULEZ checker isn't being updated with the information.

We also know that some motorcyclists have been issued with penalty charges even when they have got an exemption, only to have the charge cancelled when challenged.

The Call That Shows The ULEZ System Isn't Working Properly

The full transcript of the conversation, in which the Transport for London call centre operator hangs up on the motorcyclist once she knows the call is being recorded:

TFL: Good morning, thank you for calling Transport for London you're speaking to Christine how can I help?

Biker: Hi Christine, can I give you a reference number?

TFL: Certainly, Sir!

Biker: Right I've got TFL- 57...

TFL: Is it for an account?

Biker: Sorry?

TFL: Is it for an account?

Biker: No it's about a ULEZ enquiry

TFL: Right you're speaking to the wrong department sir, I'll pop you through now

Biker: Thank you. This is the second time I've been put through to the wrong number

ON HOLD

TFL: Good morning, you are through to Michelle at Transport for London, how can I help?

Biker: Hi dear, can I speak to you about ULEZ?

TFL: You can, yes

Biker: Can I give you a reference number?

TFL: I don't deal with reference numbers

Biker: What is it you need? A registration number.

TFL: Yes please, yes

Biker: Right it's Bravo, Mike, Zero, Four, Delta, Uniform Golf (BM04DUG)

TFL: Ok, is this still for BMW?

Biker: It is yes

TFL: Well you're subject to the Ultra-Low Emissions Zone when it comes into place

Biker: Right, this is what your VRM checker is telling me. But I've had an email from you because I've sent in a certificate of conformity from BMW back in January

TFL: Right

Biker: On the 24th January you replied with an email telling me that I'm exempt

TFL: Well then you'll be fine, they haven't updated the checker that's why

Biker: What after 2 months?

TFL: Yes they've not updated it, they've not updated it for 6 months because there's that many information that is coming through. So if you've got that letter stating that you have the exemption for the ULEZ, then it will happen for you when it comes into place.

Biker: So what about people that are using that VRM checker and it's saying that their vehicles are ok and if it's not updated then that's gonna give them false information as well isn't it?

TFL: Well then they would ring us, and we would discuss that with them

Biker: Well then what is the point of the VRM checker if you're only updating it every 6 months?

TFL: The VRM checker is linked to the DVLA, so we can only update it when the DVLA gives us the relevant information

Biker: I don't understand that dear, it's still telling me here I've got to pay the charge, and you've told me yourself I've got to pay the charge, but I've got an email from TFL telling me no.

TFL: Because when you sent in the relevant information to update them they have not updated it due to the information...

Biker: Who?

TFL: You will get that letter of conformity and the information from Transport For London is then sent to you, and I told you it will then be added on to their list.

Biker: Who, DVLA's list?

TFL: No Transport for London's list

Biker: But you mentioned DVLA to me with the checker, that's what I don't understand.

TFL: Right we get the information from DVLA, the DVLA so on your logbook will state that your vehicle is below the Euro Standard, this is what you can expect from your conformity.

Biker: But it doesn't tell me I'm a V5 Logbook at all, this is why I have to go to BMW.

TFL: Well that will be why then

Biker: Well what, why then?

TFL: If you've got no emission standards on your logbook, that will be why you had to send in your conformity

Biker: But this is a misinformation from TFL, they're telling people on your website to check your V5 right, motorbikes do not have emissions standards on the V5. TFL should know that, so what we have to do then.

TFL: Well we are aware of that, that's why you have to send in the conformity and get it from the actual manufacturer

Biker: Ha ha ha, but you've just told me as well to check my logbook. You know what I mean?

TFL: Well I didn't know your vehicle was a motorbike so that's why that is the information we go through. This is the automated information we go through for you to check. You've already told me your vehicle is compliant and it's happy so is there any reason to continue with this call?

Biker: Well yeah, I want to know why the VRM checker has not been updated.

TFL: Because it's not getting updated, because they're not going to update it before it goes into place on the 8th April. If you have a problem with that you would make that complaint online because it's the back office that deals with this and it's the head office that updates the information.

Biker: So they're not gonna update it until the 8th April just to be clear?

TFL: Yes, they're not going to update it at all.

Biker: They're not going to update it at all?

TFL: Sir as far as I'm aware the information will not be updated...

Biker: Until what, the 8th April?

TFL: Because this is... there is no date at all, they've not given us a date when they're gonna update it.

Biker: You told me earlier they're gonna update it on the 8th April.

TFL: I never said they're gonna update it on the 8th April.

Biker: Right well I can play it back if you like, I'm recording this.

TFL: Are you recording it? Well ok then I'm ending the call then, bye bye.

Biker: Ok then..... Interesting

With that, the call ended, the Biker & Bike reader being no wiser about the status of his bike's exemption than before the call.

Transport For London Should Exempt Motorcycles

Well done, TfL...

Top marks for producing a toxic charge on motorbikes – vehicles that could actually help reduce pollutions if more people switched out of their cars.

Top marks too for realising most motorcycles, even pre-Euro 3 ones, might actually pass your own test (of a NOx limit of 0.15 g/km) but not having a system capable of capturing this data so that owners know for sure they aren't going to get a fine every time they ride their bikes within the ULEZ zone.

There's an easy way to look less incompetent, Transport for London, and that's to stop the war on motorcycles and finally admit we are part of the solution, not the problem, when it comes to London's chronic pollution.

Have You Gained An Exemption Too?

Biker & Bike is currently compiling a list of pre-Euro 3 motorcycles that have gained exemption from ULEZ.

If you have gained exemption for a motorcycle that is not on the list please let us know by sending an email to editorial @ bikerandbike.co.uk (removing the spaces either side of the @), using the subject line: ULEZ exempt motorcycle. Please tell us:

The model

The year of registration

The method (Certificate of Conformity, V5C [logbook] or NOx test)

The measured NOx reading, if known

Getting the list out there gives other owners the confidence to get their own bikes exempted. As we all know, motorcycles shouldn't need to have to pay a pollution charge in the first place – bikes help reduce pollution. If more people used powered two-wheelers instead of cars and cabs we might not need ULEZ in the first place.

ED

*Ultra-Low Emission Zone

*Transport for London

*Nitrogen Oxides

1985 Motorbike Gets ULEZ Exemption With A NOx Test

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



A Yamaha RD350 that was first registered in April 1985 has gained *ULEZ exemption, thanks to its incredibly low *NOx. It proves older motorcycles can easily meet ULEZ emissions requirements. Yet the owner still has to deal with a *TfL bureaucratic nightmare.

If proof were ever needed that Transport for London's ULEZ system is a complete farce when it comes to motorcycles, news comes of two bikes – one nearly 35 years old and another just short of 30 years old – that are both capable of producing far less pollution than TfL's legal limits.

Steven Downer owns four bikes, three of which are so old you would automatically assume they would never be ULEZ compliant until they reached the age for historic vehicle exemption, which is 40 years.

Where he lives in London means Steven potentially faces a £12.50 each day he wants to jump on a bike. He told us, "I live inside the future expanded ULEZ, so it will cost me a fortune just to get them out of the garage." If he wanted to ride two bikes in his collection in a single day that's double the charge. As he owns a 1984 RD350 YPVS, a 1990 TDR250 YPVS and a 1994 TZR125 Belgarda YPVS – all two strokes – it became clear he might not be able to ride the Yamaha collection he has painstakingly rebuilt and restored himself (he also has a modern Tracer 900 GT).



In desperation, he took his RD350, first registered in April 1984, down to Riverbank Motorcycles, currently the only recognised NOx testing station for motorcycles in Greater London. It was a £175 gamble that paid off, as his bike's NOx reading was just 0.02 g/km against the limit of 0.15 g/km.

Riverbank can inform TfL of the results of their test immediately, which they did. Unfortunately, TfL's ULEZ Checker database doesn't update automatically, so Steven – along with dozens of other London motorcyclists in the same position, has found that his bike is officially exempt, but not recorded as such when he uses TfL's own online system to see if he is going to be charged.

Despite this, and encouraged by the results of the first test, Steven also had his 1990 TDR250 tested. This also passed, testing at 0.03 g/km. He said, 'Whilst I resent paying the £179 fee, it's nice that sense prevails.'



However, nearly one month on from the first test, neither bike is showing up on the ULEZ checker. TfL has so far ignored his requests for clarification, leaving Steven feeling he shouldn't be held responsible for their administration failures. "I will not pay any fines received and will challenge them as required."

It is, unfortunately, another sign that the Mayor for London and Transport for London really haven't thought through ULEZ properly. As we constantly state, motorcycles are part of the solution, not the problem.

Undertaking Is Not Illegal

Tony Carter is one of the UK's leading experts on motorcycle safety and road law following a career as a Police motorcyclist, advanced motorcycle examiner and expert motorcycle accident investigator. Here he takes a look at one of the UK's most misunderstood road laws – undertaking.



I often get asked about undertaking or what is referred to as the nearside overtake. The most common example is usually found on a motorway when it is clear and we get the centre lane hogger.

Many TV programmes over the years have gone on about it being illegal, but the reality is that nowhere in current traffic law does it say that an undertake is illegal. The reason for this is that apart from the centre lane hogger, congestion is often found close to motorway slip roads during the rush hour and traffic build up becomes substantial.

It is not unusual for lanes two and three (the centre and outside lanes) to be stationary whilst lane one (the left-hand lane) remains empty. If traffic was prohibited from passing along the nearside, then the congestion would be worse than we currently experience.

At the same time, (going back to the centre lane hogger) it is not always practical or safe when you are travelling at 70 and someone is doing 50 in lane two to go from lane one to lane three, bearing in mind that lane one is the normal driving lane.

So is it legal to undertake? Well it is not illegal. The only offence open to the prosecution is either dangerous or careless driving, but to prove these offences it has to be proven beyond all reasonable doubt that the standard of driving fell well below that of a reasonably safe and competent driver, therefore the sole act of a nearside overtake is insufficient. However, weave from lane to lane at high speed, then it may be a different story.

So this raises the question of “What if I decide to undertake and the car in the centre lane decides to move back into the inside lane?”

The driver in the centre lane however does commit the offence of driving without reasonable consideration for other road users (which is a subsection of careless driving), and they also have a statutory duty of care to ensure that it is safe to return to that lane before they actually start to change position.

Now, I am not suggesting for one minute that we all go around undertaking every time we are on a Motorway, but there are occasions when it is reasonable for a number of reasons, and the courts are now recognising this and have found in favour of riders who have undertaken, where before the rider may have decided against making a claim on the basis that they believed that they committed an offence.

Again, it all comes down to the circumstances and the evidence available.

Tony is the motorcycle accident investigation expert at Hudgell Solicitors (www.hudgellsolicitors.co.uk).

<https://www.bikerandbike.co.uk/undertaking-is-not-illegal/>

10 British TV celebrities who ride bikes

<https://www.bennetts.co.uk/bikesocial/news-and-views/news/2015/december/10-british-tv-celebrities-who-ride-bikes>



Paul Hollywood

Star of The Great British Bake Off is a lifelong biker earlier this year adding one of the UK's first Kawasaki H2s to a bike collection including a Panigale 1199 S at his home in Kent. He's said previously: "Whenever I get the chance I go out for a spin round the quiet country roads near my home. I'll usually disappear for a couple of hours and that time on my bike is quite sacred, as it's when I do all my serious thinking."

Amanda Mealing

Better known as the fearsome Connie Beachamp from BBC1's Casualty, Mealing passed her bike test in 2014 while her character is just as much of a biker and has been portrayed turning up for work on a Triumph Bonneville 800. "I am a speed freak and petrol-head," she's said. "I adore motor biking. I have a beautiful BMW RNine-T I call Beauty and the Beast. She's stunning to look at and a monster on the road."



James Martin

The celebrated TV chef is a renowned petrolhead with a love of both cars and bikes. After growing up in Yorkshire mucking about on field bikes he eventually got his road licence and has since had a succession of Ducati's, Harleys, a Husqvarna SuperMoto, a Fireblade and even a KTM. He's said: "I can bugger off for a ride to a good greasy spoon that can be full of bikers and no one gives a shit about what I do. I enjoy the freedom."

Richard Hammond

One-third of the ex-Top Gear presenting team is also a life-long bike fan having started with an MTX50 at 16 before progressing through machines including an XL100, CBX750F, ZZ-R600 and CBR1000F. More recently he's had a collection including everything from a 1927 Sunbeam to a Norton 961, Ducati 916, Mk 1 Guzzi Le Mans, Suzuki GSX-R1100, BMW R1200RT and more – although some of these were trimmed down recently via a celebrated Bonhams sale. "I just love riding motorcycles," he said. "Not on track but just to ride. I love it."



Rav Wilding

Best-known as a presenter on the BBC's Crimewatch between 2004 and 2011, Rav is also a Johnny-come-lately bike nut having passed his bike test in 2013. Since then the presenter, who's also fronted shows such as Crime Scene Rescue and Helicopter Heroes has owned bikes including a CBF1000 and Triumph Street and Speed Triples. He's also become a regular at the Ron Haslam Race School at Donington Park.

Danny John-Jules

Best known for playing Cat in TV's Red Dwarf, Danny is also a long time bike nut renowned for riding a pink Yamaha R1 in a series of televised long distance charity rides. Most notably, the actor, also known for appearing as policeman Dwayne Myers in BBC One's Death in Paradise, teamed up with sport presenter Matt Roberts and entrepreneur Steve Keys for a 1250-mile ride to Valencia in aid of Riders For Health.



James Jordan

The ex-Strictly Come Dancing star and husband of current (ish) Strictly dancer Ola Jordan is also a keen biker, passing his test in 2007. He said: "As a young kid I wanted to ride a bike so much but my parents would never let me. But since passing my test I've been hooked on two-wheels and I think I've test ridden every bike imaginable." Most recently Jordan has had a CBR600RR. (It) "Is where I'm most at home and just love the feel of them."

Gordon Ramsay

Another celebrity chef who grew up with bikes. "When I came back from my training in France I got a Yamaha FZR 1000 Genesis, then a Ducati 748, then a Honda Fireblade followed by a Yamaha R1 and Ducati 1098S," Ramsay told the Daily Mail in 2010. "When I'm in my leathers and helmet, I feel completely free and in charge of my world. It's good for your mental state when everything else is pressure and demands.

There's no phone, no BlackBerry, no food critic on the back seat. You're away."



James May

Second third of the ex-Top Gear TV triumvirate is just as bike mad as co-star Hammond and has a particular passion for classic early Hondas. Indeed, his passion is so strong his success has enabled him to assemble an enviable collection of the machines which includes: a 1963 C92, 1964 CYB92 Benly, 1969 CB250K0, 1970 CB750K0 and SS125, 1975 CB400F and XL70 and an RC30. Like Hammond, however, May sold off some of this collection earlier this year.

Adrian Chiles

The experienced radio and TV presenter is another celebrity well known for his passion for bikes. Chiles was one of the original hosts of Radio 5 Live before moving to TV's The One Show then ITV's Daybreak and becoming ITV's chief football presenter. Bike-wise he's been spotted riding, amongst others, a Honda Transalp, Yamaha Super Tenere and an FJR1300 of which he's said: "It's a middle-aged crisis bike. Apart from my immediate family and West Brom, it's the thing I love most."



How To Spot A Cloned Motorbike

One of the risks of buying a second-hand bike, even from a dealer, is finding yourself with a cloned motorbike.



Credit: North East Motorcycle Racing Club

It's well known that many stolen motorbikes, or at least their more expensive parts, are exported to Eastern Europe.

Nobody really knows the actual number of bikes that leave the country as very few vans and trucks are checked as they pass through ports. However, many do appear on foreign websites, where buyers may be less fussy.

What's less well known is that a great many of the bikes stolen in the UK don't head abroad at all but instead find their way back into the local market, including into dealers.

It's called cloning – the practice of using a legitimate motorbike frame and then rebuilding a bike using parts from stolen bikes.

Although it's more effort than simply changing a stolen bike's identity, it's less risky than trying to change VIN numbers.

It's not easy to spot, and even professionals in the motorcycle industry can miss a cloned bike. In fact, security company Tracker recently revealed that up to 80% of all cloned motorbikes end up in the dealer network.

How are bikes cloned?

We aren't going to reveal the exact process of putting a frame back on the road, but the problem centres on the fact that, unlike cars, when a bike is recycled for parts after an accident or uneconomical repair, there is no legal requirement to issue a DVLA Certificate of Destruction – a document that effectively ends the vehicle's life.

This means the bike's frame can legitimately be acquired with a V5. And of course, if you have a V5, it's much easier to sell a bike.

Armed with a legal frame and documents, thieves then steal an identical bike, which they strip of its parts. The parts are then put onto the waiting frame, giving birth to that frame as a complete motorcycle again.

The stolen bike's frame, with its identifying VIN number, is then thrown away, often smelted so it can't reappear and incriminate the thieves.

According to someone in the industry, "Have you ever wondered why frames with a V5 on eBay cost more than a brand new frame from the manufacturer?"

How to spot it's a cloned motorbike

Because the bike's V5 and VIN all match up most buyers, including many dealers, stop there, assuming the motorcycle is legit.

The giveaway that it could be a cloned motorbike is the engine number, which will be from the stolen bike.

So, even though it may mean getting down on your hands and knees to peer around under the bike and in awkward to get to places, always locate the engine number and check it against the number on the V5.

If the number doesn't match or the engine number has been tampered with or even ground off, walk away from the purchase and ideally report the bike to the police (the seller's local station).

For further protection, in case the V5 itself is a forgery or stolen, check the bike's details against the details held by the DVLA. There are apps and websites, such as HPI or Total Car Check, that provide the data for a nominal amount.



Etched ID numbers show up under UV light

The other thing to do is to take a UV torch and check panels for code numbers that may have been etched using UV solutions – both of the main security marking companies, Datatag and SelectaDNA use stealth UV etching technology.

Each keeps a database of owners and they can be contacted to see if the part you have found a code number on is registered as stolen. They may not give you precise ownership details for data protection reasons, but they should confirm if the bike is of concern.

Using one of these kits on your own bike is one of the more effective methods of protecting it against theft. Datatag recently released data showing that new bikes marked with their system

under the MASTER Security Scheme were six times less likely to be stolen than bikes that didn't come with the product already fitted.

Another sign that the bike could be registered with these schemes is to look out for microdots or resin-like material on parts. Both should show up on very close inspection. Lazy or inexperienced thieves may overlook them themselves, when stripping and assembling the bike – they rely on you not bothering to check.

Also look out for any damage associated with the removal of stickers that warn the bike may be security marked. Both of the products above issue stickers that cause permanent damage when removed.

Check the price

One of the biggest potential giveaways of a cloned bike is the price when sold privately. Even a well-done cloned motorbike is still 'hot' and criminals want to move it on quickly.

A lower price is the best way for them to do this, attracting as it does people who may be keener to save money than care if a bike is legit.

Always check the price of the bike against current values. If it seems suspiciously cheap – even taking into account factors like end-of-season price drops – be more vigilant in checking that engine number or looking on the inside of panels.

Don't be fooled by terms like, 'must sell, I'm emigrating this weekend' or 'wife needs it gone by tomorrow or I am'. Take your time to do your inspections and you'll avoid ending up with your own sob-story.

Finally, consider getting the person you are buying from to sign one of Biker & Bike's [Sale of Vehicle Certificates](#) (free to download). Any reluctance to sign could be a reason to think again about the legitimacy of the sale.

Get yourself sorted:

If you are serious about buying a second-hand bike, take a multi-tool or at least a set of Allen keys so you can take panels off. And wear clothes you don't mind getting grubby – even at a sparkly dealership, you should make an effort to get down on the floor and find that engine number.

<https://www.bikerandbike.co.uk/spot-cloned-motorbike/>

For those with hard copies of Contact, Sale of Vehicle Certificates can be found at <https://www.bikerandbike.co.uk/sale-vehicle-certificate>

Best Motorbike Helmets of 2019

Need a new motorcycle helmet? MCN can help. Our testers are constantly trying the latest new gear to let you know what it's like.

In this article we're going through the best motorbike lids on sale. We'll let you know how much each costs, and where you can buy them. Check out our MCN spec secrets to see how you can save some cash along the way...

Bell Star MIPS

RRP: £424.99 (£399.99 plain colours)



Type: Sports

Launched in 1967, the original Bell Star was the world's first full-face helmet. Now it's at the forefront of helmet technology again as the first road lid with the Multi Impact Protection System (MIPS). The integrated slip plane sits passively between the liner and shell and on impact prevents rotational energy being transferred to the brain. It also has a tri-composite shell, integrated speaker pockets and glasses recesses.

MCN says Forthcoming safety standard updates could see more lids adopting MIPS.

HJC i70

RRP: £199.99 (£179.99 plain colours)

All-new budget sports-touring lid aims to deliver even better performance-per-pound than the popular IS-70 it replaces. Whilst still a polycarbonate construction, the new i70 has a more compact, streamlined shape with a revised top and chin vent for even better ventilation. Like the IS-70, the i70 features an internal drop-down sun visor, however the lever is now on the left-hand chin bar rather than on the crown of the lid which should make it easier to use and also help reduce wind noise, which was our only real criticism of the model it replaces.

The new lid uses HJC's HJ-31m visor which is both wider and broader than that of the previous model. It's also Pinlock ready and comes with an insert in the box. There's also a micrometric buckle and removable washable lining. It comes in two shell sizes – one for XS-M and another for sizes L-XXL. Available now in a choice of 19 designs and colours.

MCN says: "Not fussed with the latest lid? Save a bit of money and get the out-going HJC IS-70 from just £119.99, while stocks last."



Type: Sports-touring

Arai Debut

RRP: £299.99



Type: Road

This is currently the cheapest way into the 2019 Arai range. While the rest of Europe's entry point is the new £379.99 Profile V (not available until May), Arai's UK importers have given British riders an £80 cheaper alternative in the form of the new Debut. With its handmade fibre shell, fixed internal lining, wide-aperture SAI visor and simple-but-effective vents, it bears more than a passing resemblance to the now discontinued Axces II. Unlike the Axces, the Debut comes complete with a Pinlock Max Vision insert and is only available in black, white, matt black and matt grey. While the spec is pretty basic, it still oozes with Arai quality. However, if you want the updated visor release mechanism, removable lining and a bit more choice on colours, the more expensive Profile V might be more to your liking.

Shoei GT-Air II

RRP: £449.99

This is the updated version of Shoei's first integrated sun visor touring lid, the GT-Air. The sports-touring design has been a big hit for the Japanese brand, with our testers praising it for the effectiveness of its vents as well as its quietness, which is why Shoei have opted for evolution rather than revolution with the new GT-Air II. The rear vents are now permanently open in order to boost stability, the external visor can now be cracked open slightly for a blast of fresh air whilst riding, and there's also a 5mm larger internal sun visor for even better UV protection. The GT-Air II also now features a micrometric buckle rather than a double D-ring strap, which has been positioned further forward to prevent chin/throat discomfort. There's also full integration with a Sena SRL intercom (£259.99).



Type: sports-

AGV K1

RRP: £179.99



Type: Road

New entry-level sports helmet from Italian helmet supremoes, the K1 features an aggressive shell shape and spoiler, aping that of the firm's range-topping, £1000 Pista GP-R. With effective ventilation, removable wicking liner and a double D-ring strap, the K1 would make an ideal helmet for budget-conscious track riders. Beneath the thermoplastic shell there's a multi-density EPS for impact absorption, as well as a shape that's been aerodynamically optimised for being tucked in a racing crouch. At this price point, there's a whole range of Valentino Rossi-inspired and more subtle graphics for £159.99, or for £139.99

you can pick up a plain black or white one. Available in two shell sizes across XS-XXL. MCN says: "Although not as aggressively styled as the K1, the K3 it replaces is still available in limited numbers, with prices starting at just £99.99."

LS2 Challenger HPFC

RRP: £269.99

Stylish and beautiful quality, the composite fibre shelled Challenger mixes light weight and sports styling with practical touring features such as a plush removable lining, drop-down sun visor, Pinlock Max Vision visor insert, chin curtain and breathguard. There's a multitude of vents at the chin, brow, crown and rear, and the huge visor aperture features a scratch resistant A Class shield complete with tear-off posts. The Challenger also comes with a proper helmet carry bag and inflatable service stand. There are three shell sizes across XS-XXL range. Plain colours available from £249.99, and two Foggy replica versions cost £299.99.



Type: Sports-touring

AGV AX9

RRP: £399.99



Type: Adventure

(£469.99).

Wear it as an adventure-touring, MX or an urban jet-style lid, this upgrade to the aggressively shaped AX8 adventure lid has a more road-biased shell shape designed to boost stability and noise reduction. As well as a panoramic visor and Pinlock Max Vision insert, the AX9 also has a redesigned peak which stands off from the multi-composite shell in order to prevent lift at speed. The technical fabric linings aim to boost comfort in all conditions and are also removable and washable. The peak, visor and chin vent can all be removed as per the rider's preference. Available in XS-XL across two shell sizes. A pure carbon-fibre shell version is also available

Spada Storm

RRP: £99.99

Designed for urban riders of naked bikes, the new storm features a removable chin section and peak allowing it to be worn as an open face lid too. Beneath the ABS plastic shell, there's an internal drop-down sun visor, removable comfort lining and a quick-release chin strap fastening. Available in sizes XS-XL. Plain colours £89.99.



Type: Jet

Caberg Drift Evo

RRP: £259



With all the styling of a full-on race lid, the composite-shelled Drift Evo is ideal for sporty riders looking for a bit of practicality. There's a drop-down internal sun visor as well as a Pinlock Max Vision external visor, double D-ring fastener, neck roll, breath guard, and it's ready for an intercom. Also available as a carbon-composite shell version (£309.99).

Type: Sports-Touring

AGV Pista GP-R Soleluna 2018

RRP: £999.99

As worn by Valentino Rossi, the Pista GP-R is the pinnacle of AGV's range. Designed for track use only, the Pista GP-R features a full carbon-fibre shell, in-built hydration system, permanently open vents, and a class leading super-wide visor system. For this year's Soleluna 2018 the Pista GP-R gets a tweak to its aerodynamically sculpted shape with the inclusion of the revised Pro Spoiler. This new-shape spoiler can be retrofitted to older Pista and Corsa helmets for around £80.



Type: Racing

Source: MCN By Emma Franklin

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>

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

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 be 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>

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 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/>

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.

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.



Bennetts British Superbike Championship - 6-8 September

Oulton Park Circuit, Little Budworth, Tarporley, Cheshire CW6 9BW

The 9th round of the Championship is at the year's second visit to the Oulton Park International 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>

Ace Cafe Reunion Weekend - 6-8 September

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

Three days of Ace Cafe, Ton Up and Rocker heritage starts with Friday night's Continental Run Ride-in followed by Saturday's Cafe Racer & Rockers Ride-Out from the Ace Cafe to Battersea park in the centre of London. The highlight thought, for us at least, is the Brighton Burn-Up (& Ride with the Rockers) down to the seafront in Brighton. And may we once again remind you, please, no laughing at the scooterists.

Price: Free

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

Essex Air Ambulance Motorcycle Run & Harwich Family Festival - 8 September (Tbc)

Starts at Dunton Technical Centre

This event is our biggest fundraising event of the year. Over 4,000 motorcyclists joined us on the 60-mile ride from Ford Dunton in Laindon to Harwich, where our free family festival kicked off. Attractions include; Auction, motorcycle display stands, craft and community stands, children's activities, food and refreshments and much more.

Prices: Free

<http://www.essexairambulance.uk.com/news-events/charity-events.aspx>

Nifty Fifty Endurance Moped Championship Round 4 - 14 September

Route 34 Motocross Park, Down Farm Lane, Winchester, Hants. SO22 6RG

This is the finale! Teams raise funds for their favourite charitable organisations. Each team can consist of up to four riders who aim to complete as many laps as they can around a specially prepared Motocross track for 5hrs. Each team are using mopeds and scooters which have engines of up to 90cc's! These events push the limits of man and machine!

Prices: Four-man team entry £110, spectators free

<http://niftyfiftyendurance.com/>

Kempton Motorcycle Jumble - 14 September

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>

Motorbike Women South Rally - 14-16 September (Event And Date TBC)

Lower Lode Inn, Forthampton, Gloucestershire, GL19 4RE

A rally for female motorbike enthusiasts only.

It doesn't matter what type of motorbike, trike or scooter you ride, as long as you love them, are female and are a part of the Motorbike Women group. This first Motorbike Women North Rally aims to bring like-minded women riders together to have fun, talk motorbikes, encourage and support each other and raise some money for two great charities.

Prices: £25 in advance

<http://www.motorbikewomen.com/SouthRally.html>

Nailsea Bike Show - 21-22 September

Ring O'Bells, 4 St Mary's Grove, Nailsea, Bristol, BS48 4NQ

Now in its 10th year, the 'International Nailsea Bike Show' hosts a wide variety of motorcycles from modern day to classics from many countries and manufacturers. There will be a competition for the best bike in show and also the annual 'Cecil Keel Award' for the best classic British bike. There's a full programme of events on both the Sat and Sun with lots to see and do, including a full line up of great music, plenty to eat and drink and a variety of stalls and other exhibits.

Prices: Free to attend, please make a donation when you see a collection point

<https://nailseabikers.org.uk/>

MCN Ally Pally Show & Supersprint (Event And Date TBC) - 21-22 September

Alexandra Palace, London

After a 13-year break, MCN will be returning to Alexandra Palace in 2018 with a brand-new show that has a very special twist – the world's only indoor Supersprint! Home of the original MCN London Show, Ally Pally is a one-of-a-kind venue and the cathedral-like main hall will once again reverberate to the sights, sounds and smells of race bikes as they thunder towards the famous rose window. When you're not watching the Supersprint there'll be dealer stands, retailers selling everything from kit to spare parts and some top-notch food and drink.

At the time of compiling this month's calendar this event had not been confirmed. Please check the organiser's website link below.

Prices: Adult day ticket £17 (kids 15 and under go free)

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

Classic Snetterton Race Of The Year - 28-29 September

Snetterton Circuit, Heath Road, Norwich, Norfolk, NR16 2JU

The 7th and final round in the 2019 CRMC calendar, the Classic Racing Motorcycle Club's race weekends are a great way to watch motorsport close up in a friendly atmosphere. This being the final round, titles could be decided so expect fiercely competitive action on the Snetterton 200 circuit. Spectators are free to wander around the race paddock and get up close to the competitors and their wonderful classic race bikes. Each event also features a parade lap. Prices were not confirmed at the time of writing so please check the website below closer to the event.

Prices: Gate admission £10-15

<https://snetterton.msv.com/Calendar>

Distinguished Gentleman's Ride 2019 - 29 September

London, Wales, Belfast

The DGR, as it has become known, is a global event raising money for the Movember Foundation's work on men's health. The idea is to put on some fancy rags and ride your vintage, neo-classic or retro custom bike around town, get noticed and raise some awareness for prostate cancer and men's mental health issues. First held in London there are now multiple rides including three in Wales alone last year, along with global rides from Sydney to Shanghai.

Free to enter, but raise some cash to donate to Movember

<https://www.gentlemansride.com/>

Breaktime Answers:



Puzzle: The fat dog is the mother.

Lateral Thinking:

How can you throw a ball as hard as you can, and make it stop and return to you, without hitting anything and with nothing attached to it?

A farmer in Somerset owns a beautiful pear tree. He supplies the fruit to a nearby grocery store. The store owner has called the farmer to see how much fruit is available for him to purchase. The farmer knows that the main trunk has 24 branches. Each branch has exactly 12 boughs and each bough has exactly 6 twigs. Since each twig bears one piece of fruit, how many plums will the farmer be able to deliver?