



**Southern Sporting  
Motor Cycle Club**

**CONTACT**

**June  
2020**

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## **Your Committee**

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President..... John Mason  
Vice President..... Ian Slater, Mick Wallace, Robert Wood  
Chairman..... Christian Gorth  
Club Secretary..... Ian Slater  
Treasurer..... Chris Booker  
PRO..... Steve Pearce  
Club Captain..... Mick Wallace  
Social Secretary..... Heather Wallace  
Editor..... Sharon Roberts  
Auditor – Club..... Rob Wood  
BMF Liaison Officer ..... Ian Slater  
Minutes Secretary ..... Heather Wallace

Centre Board Delegate (2)

## **Dates for your diary**

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15<sup>th</sup> June

Committee Meeting

# Editor's Comments

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Hello one and all. Here is your June edition of Contact.

I am sure most of you are enjoying a bit more freedom. The weather has been so good for riding and now the restrictions have been lifted a little you must be enjoying it so much.

It has been another strange month with notifications of the trip to the NW200 that didn't happen. Hopefully though, we will be able to travel more freely soon. Wales have not really had restrictions lifted, we are now free to drive within 5 miles of home and meet 1 person outside our family!. So, still very restricted.

More stories for you this month including an update on Capt. Tom and details of a virtual TT starting in June.

Again there are no events listed for this month apart from the June Committee Meeting.

Maybe now is a good time to plan for all the bike events that can take place when we can come out of lockdown.

I am still in need of articles for the magazine and if you will notice there is now an email address below where you can send them to.



editor@SSMCC

## Veteran NHS Fundraiser Captain Tom Moore

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You may remember that last month I included an article on Captain Tom who was a motorcycle racer and has raised some £32 million for the NHS.

The BBC has reported that for his efforts he is to be Knighted. The nomination was raised by The Prime Minister.

Born in 1920, Tom Moore trained as a civil engineer before enlisting in the Army for World War Two, rising to captain. He served in India and Burma. His military experience features prominently in the many messages of support he has received on social media.

As an honorary colonel, his official title will be Captain Sir Thomas Moore under Ministry of Defence protocol.

Capt. Tom, who was given the honorary title of colonel on his 100th birthday, had initially set out to raise £1,000 for NHS charities by walking laps of the 25m (82ft) loop in his garden in Marston Moretaine, Bedfordshire.

When he had started fundraising for the walk, Captain Tom had wanted to thank the NHS staff who had helped him with cancer treatment and a broken hip. By the time he had reached the finish line, he was a social media phenomenon and had raised an astonishing £12m. By the teatime the same day, donations had risen to £15m. This total has kept growing and has passed £32m.



## TT Lock-In

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



It looks like we'll have to wait until at least the end of May 2021, more than a year, until we see any form of motorcycle racing around the 37.73-mile Mountain Course with March's announcement of the cancellation of the 2020 Isle of Man TT, followed by later news that the Classic TT presented by Bennetts and Manx Grand Prix had also fallen foul of COVID-19.

However, organisers have not put their feet up. Instead, from 6th – 13th June during what would have been race week, have planned eight evenings of exclusive TT-themed entertainment.

'TT Lock-In' fuelled by Monster Energy takes place on the official website: [iomttraces.com](http://iomttraces.com), and the TT Races Official Facebook page and YouTube channels where, each evening, between two to three hours of content including some of the greatest solo and sidecar moments from the track over TT history will keep us hooked. There'll be live interviews, highlights of five 'Ultimate TT Races presented by Bennetts', films, features and a Virtual TT with some of the top riders competing using the new TT computer game.

Hosted live each evening by vlogger, Chris Pritchard, alongside two-time TT race winner, Steve Plater, from the TT Lock-In virtual studio, the duo will be joined by the likes of John McGuinness, Dean Harrison, Carl Fogarty, Phillip McCallen, Rob McElnea, Peter Hickman, Brian Reid and Cameron Donald as well as multi-sidecar TT race winners Ben Birchall and Dave Molyneux. Fans can even submit their own questions.

The 'Ultimate TT Races presented by Bennetts' series turns the clock back on a selection of the greatest races from the last 28 years:

- 1992 Senior TT – Fogarty vs Hislop
- 1994 Junior TT – McCallen vs Dunlop
- 2000 F1 – Joey's memorable 'big bike' win
- 2009 Supersport Race 2 – Michael Dunlop's first win
- 2012 Supersport Race 2 – Donald (Aus) vs Anstey (NZ)
- 2018 Senior TT – Hickman vs Harrison and THAT last lap



## GAMING NIGHTS

'TT Isle of Man Ride on the Edge 2' is the latest computer simulation to depict the 37.73-mile Mountain Course and it's perhaps the only way anyone can get their racing fix of the TT 2020. It's also the game of choice for eight TT racers including Peter Hickman, Conor Cummins and Davey Todd, as they're paired up alongside eight experienced gamers with each team going

head-to-head every other night to find the 'Virtual TT 2020 Champion'.

Hickman even claimed during a recent episode of 'Torqueing Heads', our weekly chat show, he'd broken his own lap record. He said, "I've been doing a bit of practicing and I've done a 136mph lap now, so I'm somewhere near!"

## TT LOCK-IN 2020 SCHEDULE

### SATURDAY 6<sup>TH</sup> JUNE

18:00	Welcome / Preview	Chris Pritchard
18:05	TT Onboard with Milky Quayle	Chris Pritchard with Richard Quayle
18:25	The David Jeffries Story	
19:20	TAS: TT Winning Formula	
20:10	Virtual TT powered by Motul (1/4)	Chris Pritchard with Team 1 and 2
20:55	Wrap Up	Chris Pritchard

### SUNDAY 7<sup>TH</sup> JUNE

18:00	Welcome / Preview	Chris Pritchard
18:05	TT Lock In Live!	Chris Pritchard and Steve Plater with Ben and Tom Birchall, John Holden, Lee Cain and Tim Reeves
18:25	Sundown Cinema: 3-Wheeling	
20:05	Wrap Up	Chris Pritchard

### MONDAY 8<sup>TH</sup> JUNE

19:00	Welcome / Preview	Chris Pritchard
19:05	Ultimate TT Races presented by Bennetts	2012 Supersport TT Race 2 Highlights
19:35	TT Lock In Live!	Chris Pritchard and Steve Plater with Cameron Donald and Clive Padgett
20:00	Virtual TT powered by Motul (2/4)	Chris Pritchard with Team 3 and 4
20:40	Wrap Up	Chris Pritchard

TUESDAY 9<sup>th</sup> JUNE

19:00	Welcome / Preview	Chris Pritchard
19:05	Ultimate TT Races presented by Bennetts	2018 Senior TT race highlights
19:35	TT Lock In Live!	Chris Pritchard and Steve Plater with Peter Hickman and Dean Harrison
20:00	One-Three-Five: Breaking The Barrier	
20:55	Wrap Up	Chris Pritchard

WEDNESDAY 10<sup>th</sup> JUNE

19:00	Welcome / Preview	Chris Pritchard
19:05	Ultimate TT Races presented by Bennetts	1994 Junior TT Race Highlights
19:35	TT Lock In Live!	Chris Pritchard and Steve Plater with Phil McCallen and Brian Reid
20:00	Arai TT Edition Helmet Feature	Aldo Drudi
20:20	Virtual TT powered by Motul	Chris Pritchard with Teams 5 and 6
20:55	Wrap Up	Chris Pritchard

THURSDAY 11<sup>th</sup> JUNE

19:00	Welcome / Preview	Chris Pritchard
19:05	Ultimate TT Races presented by Bennetts	2000 Formula 1 TT Highlights
19:35	TT Lock In Live!	Chris Pritchard and Steve Plater with Michael Rutter and John McGuinness
20:05	John McGuinness: TT Winner	
20:55	Wrap Up	Chris Pritchard

FRIDAY 12<sup>th</sup> JUNE

19:00	Welcome / Preview	Chris Pritchard
19:05	Ultimate TT Races presented by Bennetts	1992 Senior TT
19:35	TT Lock In Live!	Chris Pritchard and Steve Plater with Carl Fogarty and Rob McElnea
20:00	Virtual TT powered by Motul	Chris Pritchard, Teams 7 and 8 and Winners
20:45	Wrap Up	Chris Pritchard



SATURDAY 13<sup>th</sup> JUNE

18:00	Welcome / Preview	Chris Pritchard
18:05	TT Lock In Live!	Chris Pritchard and Steve Plater with James Hillier, Conor Cummins, Lee Johnston, Davey Todd, Jamie Coward and David Johnson
18:30	2020 Preview Show	
19:20	Ultimate TT Races presented by Bennetts	2009 Supersport TT Race 2 Highlights
20:00	Top 20 Greatest TT Riders	
20:55	Wrap Up	Chris Pritchard



There's also an introduction to racing on the Mountain Course for real from TT rider liaison officer, and former TT race winner, Richard 'Milky' Quayle who will provide his unique insight into how to prepare to race the TT Mountain Course.

In depth features and documentaries on teams and riders include a look back at the lap record breaking 2018 TT - 'One-Three-Five: Breaking the Barrier', a

tribute to one of the Greatest riders in TT history – 'the David Jefferies Story' and a celebration of the career of the 23 time TT Race winner John McGuinness. The spotlight will also be turned on one of the TT's most successful Race teams - 'TAS: TT Winning Formula'.

A digital version of the popular TT paddock attraction, the 'Sundown Cinema', with a director's cut screening of '3 Wheeling' – the feature-length film that follows the high drama of the 2016 Sidecar TT Races while Arai take us behind the scenes with the renown Italian Helmet designer Aldo Drudi whose creations feature in the limited edition Official TT Helmet collection every year.

A complete schedule for the 'TT Lock-In' can be found at [iomttraces.com](http://iomttraces.com), and the TT Races Official Facebook page and YouTube channels.

## FEMA Supports The Motorcycle Industry's Call For European Help

<https://www.femamotorcycling.eu/>



The motorcycle industry wants to be able to sell Euro 4 bikes after 31 December 2020. ACEM, the European Association of Motorcycle Manufacturers, has asked the European Commission to extend the time to sell Euro 4-compliant motorcycles because of the COVID-19 situation. FEMA supports this request.

On 1 January 2020, a new environmental step (Euro 5) has been introduced for new vehicle types while Euro 4 vehicles can still be sold/registered until the end of the year (31 December 2020).

The outbreak of the COVID-19 virus has an enormous impact on the motorcycle industry, the importers and the retailers. In fact, it has an impact on the whole motorcycle sector. Several European countries have had a lockdown, which means that both production and sales of motorcycles have dropped or in some countries even stopped for a while. Factories and dealerships were closed for a long time and still suffer from logistical problems. This means that it is to be expected that the sector will not be able to sell motorcycles that are already in stock.

Although there is a provision in the type approval regulation 168/2013 to eliminate surplus stock, ACEM fears that in the present circumstances this will not be enough. To save the sector ACEM proposes a financing-free solution, which is to extend the end date of Euro 4. FEMA supports this request, because a healthy sector is not only in the interests of the motorcyclists too, but also because we need a healthy sector to work on the innovations that are needed to allow motorcycling the role it deserves in the post-Corona period.

Dolf Willigers, General secretary of FEMA, says: "Of course we support ACEM in their request. The motorcycle sector has already been hit hard by the measures that were needed because of the COVID-19 virus and will face more challenges in the future as a result for the call for clean transport, which will also affect motorcycling. A healthy sector is in our interest too, but most important is the need for solidarity between the sector and riders in these difficult times."

# Motorcycle Dealerships In England Poised To Reopen In June

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



Car and motorcycle dealerships will be permitted to reopen in England on June 1 after Prime Minister Boris Johnson confirmed the government will loosen the lockdown regulations for non-essential businesses.

As part of his daily briefing on Sunday, PM Johnson said shops will be allowed to open their doors from that date, provided the companies can meet strict COVID-19 guidelines to protect shoppers, such as social distancing.

Dealerships across the UK have been closed since March 23 after lockdown measures were initiated to stem the spread of the coronavirus by limiting movement. These restrictions have eased in recent weeks, but non-essential outlets – which covers dealerships – have remained closed for the time being.

Now, however, dealerships and markets are set to reopen from June 1, with other non-essential retail outlets allowed to open from June 15 onwards.

“[Outlet must] meet the necessary social distancing and hygiene standards,” PM Johnson said in his statement. “Shops now have the time to implement this guidance before they reopen. This will ensure there can be no doubt about what steps they should take.”

The move will provide the motorcycle industry in the UK a chance to recover lost revenue from sales, which have been hit hard since the lockdown process was initiated.

In April, UK motorcycle sales were down 83% year-on-year to bring the year-to-date sales down to 31.1%.

With the end of May now approaching, sales are unlikely to be any better with manufacturers bracing for a second full month of poor figures.

However, the MCIA is confident the long hiatus will provide a stimulus to the market from June onwards, with an improvement in the situation to help balance sales to a year-long decline of 18.2% compared with 2019.

## National speeding crackdown as lockdown eases in England

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

A two-phase anti-speeding operation has rolled into action across the UK this week as the lockdown restrictions are eased in England, and more people venture onto the roads.

Although English riders are still being urged to stay alert, maintain social distancing and avoid tourist hotspots or other areas that could lead to large gatherings, the recent relaxation of lockdown rules means there are more excuses to get out on the roads now than for the last few weeks.

With the dual temptations of relatively quiet roads and good weather, not to mention the pent-up desire to get out and about after weeks at home, it's no surprise that more people are getting on their bikes. However, with the police turning their attentions to speeders for the next three weeks it's going to be a vital that riders show responsibility and restraint to both save their licences, and make sure the image of motorcycling isn't tarnished.



The new 'Slow Down, Save Lives' campaign, launched by the National Police Chiefs' Council (NPCC) rolled into action on 18th May and will have two distinct phases...

For the first week, the focus is on "sharing messages across social media and other platforms encouraging the public to slow down and save lives, in addition to normal speed enforcement activity."

That will be followed by a more enforcement-oriented second stage, running from 25th May for two weeks, with a focus on speeding and accident black spots.

Perhaps unsurprisingly, motorcyclists have already warranted a specific mention, with Chief Constable Anthony Bangham, Roads Policing Lead for the NPCC, saying: "With the gradual move out of lockdown and with traffic volumes starting to increase, this national operation is an important way of highlighting the dangers of speeding, particularly when so many people have not been out on the roads for quite some time.

"Unsurprisingly, the lockdown saw very quiet roads. Many forces reported increased speeding in a general sense and some forces reported instances of very excessive speeding. It is also of

particular note that we have seen an increase in pedal cyclists at this time, many of whom may be unfamiliar with busier roads. Pedestrians and runners have also got used to empty roads.

“Put this together with better weather, lighter evenings, motorcyclists itching to ride out across our country roads and you have the concerning combination of factors for a significant increase in people being killed or seriously injured. I am determined for this not to be the case.”

The future of motorcycling is in everyone’s hands

The lockdown has been eased to an extent with an increased number of people being encouraged to go to work and new rules allowing people to travel “irrespective of distance” to reach outdoor open spaces (though still avoiding Scotland, Wales and Northern Ireland). We’re also being allowed to “spend time outdoors” where the previous rules only permitted exercise and vital travel.

However, despite government encouragement to use common sense while interpreting the rules it’s clear that many are already taking liberties with their new-found freedom. For instance the weekend saw Matlock Bath busy with bikes, making inevitably negative headlines in some corners of the press.

It’s a scenario that the Motorcycle Industry Association (MCIA) has already foreseen, and one that leads to concerns over future anti-bike legislation. In an open letter to motorcyclists last month the MCIA pointed out that we all have our part to play in making sure that doesn’t happen, saying: “As riders, we all have a responsibility to motorcycling, if it is to survive without restrictions. As riders, we are ambassadors for motorcycling and how we ride, what we ride and, at the moment, the fact that we are riding at all, creates a perception about us all. In the eyes of many, PTWs are noisy, anti-social, dangerous and often ridden irresponsibly. Is your leisure ride reinforcing that view?”

With police focusing on speeding over the next few weeks, in a campaign launched with a specific mention of motorcyclists, that message is more valid now than ever.

# Will German Measures Against Motorcycle Noise Lead To A Witch Hunt?

<https://www.femamotorcycling.eu/>



Following complaints about the 'extremely annoying' noise of motorcycles, the German Federal Council wants action against motorcycle noise.

On Friday 15 May 2020, the German Bundesrat (the federal council of the state governments) formally called for measures to reduce sound emissions from motorcycles.

The final decision will be made by the federal government (Bundesregierung). This means that on short term, nothing will change. Nevertheless, the decision of the Bundesrat has caused much uproar in Germany.

The Bundesrat demanded that:

Sound emissions should be limited to 80 dB(A) in all riding situations ('Real Driving Sound Emissions') and not just as is measured for the type approval.

The federal government should lobby for this at the European Union and the United Nations European Economic Commission (UN ECE).

The government should support sensibilization campaigns like 'Silent Rider'.

Manipulations on the engine and exhaust system that causes more sound should be severely punished with the possibility of seizure of the motorcycle on the spot.

The possibility of 'Sound Design' should be forbidden when this leads to more sound.

The use of low-sound motorcycles (e.g. electric) should be promoted.

The possibilities for road-side checks to identify loud motorcycles should be enlarged.

The Bundesrat requests the introduction of regulations to impose lower speed limits and the closure of roads for motorcycles during the weekend and bank holidays justified by motorcycle noise with the possible exception of electric motorcycles.

The Bundesrat also requests more possibilities to prosecute the rider of a motorcycle. At present the driver/rider of a vehicle can only be prosecuted after identification (e.g. photograph of face of the driver), which is claimed to be not feasible for motorcyclists because of the helmet.

Also, it should be possible to fine the owner of the motorcycle, without establishing if he/she was also the rider. This would be an important breach of the German constitution.

Finally, the Bundesrat is calling for the mandatory introduction of a 'Fahrtenbuch' (driver's logbook) if the driver could not be identified following legal violations.

The decision was made on request of the government of the state Nordrhein-Westfalen, in which the industrial area Ruhrgebiet and the Eifel are located, well known by motorcyclists. Reason that is given for the request is the 'extremely annoying' noise of motorcycles.



What's remarkable about these measures is that they entirely concern motorcycles. Even when German manufacturers of premium cars like Porsche, BMW, Audi and Mercedes fit their 'sportive' models with exactly the sound design devices and exhaust systems with variable valves that should be forbidden for motorcycles, the decision doesn't mention them. One

could wonder if that has anything to do with the economic interests of the German states where the car industry is located.

The decision suggests that only motorcycles cause noise. Also, both the decision itself and the substantiation suggest that motorcycles are just loud toys that are mainly used for the relaxation of antisocial persons. The measures are substantiated as a way to get 'fair compensation' ('fairen Ausgleich') for the interests of local residents.

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FEMA news May 22, 2020

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'This is a gross form of disproportionality and would lead to legal inequality, which is unacceptable. We will fight this on both national and European level'

FEMA member BVDM relies increasingly on public relations work, with radio and television interviews and press articles to build up appropriate public pressure. FEMA member Biker Union is preparing a political campaign to fight against the intent of the decision of the Bundesrat.

Comment from FEMA Secretary General Dolf Willigers: "Sound emissions are a big health problem. Evidence comes from reports of the WHO, the European Commission etc. An important source of sound emissions is traffic. From this point of view, it is logical and fair that legislators try to reduce sound from traffic. However, what happens here is that one category of road users is singled out and not only gets the blame but is also confronted with far going restrictions. This can lead to the utter impossibility of motorcycling on certain days and in certain areas, and to witch hunts against motorcyclists, while other road users are left in peace, regardless of the amount of noise they cause. This is a gross form of disproportionality and would lead to legal inequality, which is unacceptable. We will fight this on both national and European level."

Dolf continues: "Furthermore, the decision of the Bundesrat, especially the openly support of the Silent Rider campaign leads to dissension in the German motorcycle community and the risk of badly thought out and contra productive actions. The first signs are already there. I really do hope that the German motorcyclists keep their head together and act under the leadership of our German member organizations Bundesverband der Motorradfahrer, Biker Union and Kuhle Wampe".





## Rider Takes Police On 183mph Chase... Bursts Into Tears When He's Caught

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



**None of us really know what will happen in situations of 'fight or flight' until we're in a moment that will either give us an injection of realism or one of pure adrenaline, but as this biker discovered sometimes you probably want to go back and make a different choice.**

Senior Airman Michael Workman, 24, showed exactly what not to do when police in Oklahoma began tailing him and two others as he sat 10mph above the speed limit of Interstate 35 last month.

On come the sirens, but instead of realising his error and pulling his Honda over, most likely to pick up either fine or even just a warning, Workman took off instead and led them on a chase that would exceed 180mph, dangerously weaving in and out of traffic to put both his and other lives at unnecessary risk.

Fortunately, the chase didn't end in disaster with one of the riders pulling over immediately, Workman eventually being stopped as he gets caught up in traffic and the other escaping, albeit being apprehended later on.

The gravity of the situation isn't lost on him, with a video of his emotional reaction going viral on the LadBible website as he's told he faces the rap for endangering the public, speeding and eluded a police officer.

There is no pleasure to be taken from this story as Workman – and his friend - now face upwards of a five years jail term or a hefty fine, plus a criminal record that could scupper his career in the military. As a reference, the biker that did pull over saw his bike impounded and given a fine, but with no further action being taken.

## Break Time

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What is it?



What iconic landmark is this?



### Dad Joke of the month

My wife is really mad at the fact that I have no sense of direction. So I packed up my stuff and right.

### Lateral Thinking

What five letter word becomes shorter when you add two letters to it?

### Short Quiz just for fun

1. The letters BSA stand for what?
2. What motorcycle has three crossed tuning forks as its emblem?
3. Famous for its V-twins, what American motorcycle manufacturer started producing machines in 1903?
4. The Ducati is manufactured in which city and what country?
5. The Bonneville is made by whom?
6. What famous marque of motorcycle was Lawrence of Arabia riding when he was tragically killed in Dorset in 1936?
7. The Black Shadow and Black Prince are two motorcycle models made in the 1950s, by whom?
8. What motorcycle has a stylised propeller as its tank badge?
9. Which company makes the motorcycle called the Valkyrie?
10. How many gears do the motorcycles used in speedway have?

Quiz kindly Sourced from The Count <https://www.quiz-zone.co.uk/>

Answers on page 31

## How Does Attitude Affect Your Riding?

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



**Former Commando Gregg McLeod learned to ride in the British Army and applies a military-style approach to every ride. Here, he looks at attitude and how it affects your riding.**

I'm often asked, "What makes a good road rider?" The answer, like the question, is very subjective. What is meant by "good?" Is "good" the ability to get your knee down on roundabouts and wheelie along the highway? Is it all about being the fastest in the group? Or is it simply about making sure you get home safe at the end of every ride?

The question always makes for a good debate. The answers usually change with age, maturity, and experience. You can tell a lot about a rider by their reply.

MY ANSWER HAS ALWAYS BEEN THE SAME ONE WORD

ATTITUDE: Attitude is a psychological construct, a mental and emotional entity that inheres in, or characterises a person.

You may think this is a weak answer because it doesn't narrow one particular element down, but that is exactly why it is so important. Attitude encompasses so much of your life, on and off the bike, at work and home. Without the 'correct' attitude, you are unwilling to conduct critical self-analysis. If you can't make an honest assessment of your strengths and weaknesses, then how do you know what you need to (or want to) improve?

Your attitude will decide how you react to situations. It will influence your opinion of yourself and your opinion of others around you. Attitude is determined by psychological factors like ideas, values, beliefs, perception, etc. From this knowledge point we can understand why every rider takes a different path through motorcycling. Attitude will determine what bike you buy, what brand of kit you purchase, how much training you believe you need, and how you want to be perceived by other bikers.

Now you've passed your test, how can your attitude influence you?

THE CAR DRIVER ERROR

YouTube is full of videos with bikers and cars clashing and the resulting 'exchange.' These videos are interesting to watch because very often you will find the biker could have pre-empted the situation and/or been in a better position.

Once the offending manoeuvre has happened, the reactions are comical (and dangerous). The biker usually blasts the horn for a longer-than-necessary period before giving the car driver a

wanker sign, or the middle finger, or riding next to them shouting through their helmet. Why? Psychologically there are two predominant reasons for our reactions – fear and anger. Our command over these emotions and our reactions to them is controlled by our attitude.

Research suggests aggressive reactions have a negative effect on rider and driver. The car driver becomes defensive, they retain a negative perception of bikers, and they lose focus on driving for up to an hour after the event. For the biker, it can be far more dangerous. They take a hand off the handlebars; they take their eyes off the road; they move their hand and focus on a vehicle next to them. Blood pressure increases, concentration on task (riding) drops, and total control is lost. There is no benefit from an aggressive reaction, even if the act is deliberate. Bikes will always come off worse, in every instance.

My attitude tells me a better way would be to sound my horn, react to the hazard (position, speed, gear), then move away from the hazard. The driver will know they have done something foolish or dangerous and feel bad if it was an accident. If it wasn't an accident, then you'll live to ride another day and keep your blood pressure down.

#### WHERE ATTITUDE MEETS EGO

Group riding is probably the best and worst place to see attitudes and egos and males are almost always worse than females when it comes to large egos.

Most of us have been there. We are out with a group of riders, some we have ridden with before, and others we haven't. The conversation gets around to riding and someone makes a comment or joke about slower riding or poor riding and some get defensive. The comment eats away at them and they feel they must prove themselves, so they try to play "keep up" with the more experienced riders.

The ability to know when you are riding for yourself/your enjoyment or riding to show off/keep up is a life-saving talent. The attitude and maturity to slow down, assess the situation and realise you have nothing to prove is vital, and rare.

I would guess that attitudes and egos are behind the majority of high-speed motorcycle crashes. This could be due to the lack of training because he/she thought they were already amazing and 'training is for losers'. Or because she wanted to show she could keep up with the boys. Or maybe he didn't like that driver pulling in front of him, so he focussed on smashing the mirror and didn't see the dog in the road.

So, to finish at the start, my answer is attitude: it is the most important thing in making a good road rider.

If you ask my riding friends, they will tell you my mantra: "I don't want to be the fastest, I want to be the best."

# Getting Back to Riding - Top Tips for you and your motorcycle

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



It feels a lifetime ago that we were officially permitted to ride for leisure purposes. Lockdown came into force on 23rd March and I know you're itching to get back out there. I'm the same. I've got a pair of 2020 models that need testing – a Ducati Streetfighter V4S and a Triumph Rocket 3 GT – that have barely moved since lockdown began. They've been washed plenty but not ridden.

So long as the guidelines are adhered to, which can be found in detail in this article, we can now ride, although it doesn't mean you should just grab the key and head straight out...

## Pre-ride motorbike checklist

The best way to check your bike over is to thoroughly clean it as you'll get up-close and be more likely to spot any problems. It's also worth using a variation of the police pre-ride checklist –POWDERS – ideally every time you go out...

**Petrol** It's a bonus if there's some in the tank.

**Oil** It should be at the correct level. For everything you need to know about oil, [click here](#).

**Water** Check the level, hoses and fasteners. Find out more about coolant [here](#).

**Drive train** If your bike has a chain, check its tension and also that it's well lubricated. You don't want to spray it then ride straight off, so do this the night before.

**Electrics** Make sure all the lights and horn work, and that the instrument cluster operates correctly with all warning lights going off when the engine's running.

**Rubber** Make sure the tyres are in good condition with plenty of tread; the minimum is 1mm but you'll want more than that really. Check the pressures too.

**Stopping** Check your brakes; that doesn't just mean a quick squeeze of the lever – examine the discs and pads to make sure there's plenty of wear left in them and also make certain there are no leaks in the brake pipes. Check the fork seals too, which could be dribbling oil onto the discs. If the bike was damp when it was laid up, it's possible the pads could have bound onto the discs a little – they should free straight off but make sure the pistons in the calipers are returning and be extra-careful for the first few miles as the corrosion is scrubbed off the discs; the brakes could be a bit grabby for a while.

If you haven't had the battery on charge, check it at least the night before to see that the bike will start easily. If it won't, charge it off the bike with a suitable bike charger; jump-starting from a car could lead to damage to the electronics so is best avoided.

What about other road users?

Because your motorbike hasn't turned a wheel, there's a fair chance you've not either, so ask yourself these questions...

Do you feel fit and healthy enough to ride?

Your mental sharpness may have faded so take your time when getting back up to speed. The same goes for your reactions; take it easy first time out, for everyone's sake

Clean your earplugs or grab a new pair if they're disposable; they'll have been growing all kinds of nasties over time. You can find out why you should wear earplugs here.

Don't forget your wallet to pay for fuel, but also consider using Google or Apple pay. While there are limits to how much you can spend on contactless with your card, there's no limit with your smartphone.

If you use corrective measures for your eyesight, don't forget your glasses or contact lenses

You may have gained or lost weight since you last wore your kit, so make sure it fits and will do its job if called upon

Be aware of the road surface – it's going to be different to how it was when you last rode

Think about how you might react during your first ride: everything from target fixation to tight arms, shutting the gas in a panic, or worse still unconsciously grabbing a handful of front brake

The COVID-19 lockdown has affected us all in different ways, so if you're feeling anxious, nervous, angry, stressed or unfocussed then you need to know when to say no. Don't worry about rushing it; that could be the worst decision.

Are YOU ready to ride?

Motorcyclists won't be the only frustrated – and perhaps a little rusty – road users; millions of drivers, cyclists and others will be stretching their legs, while concentration and road-awareness levels may have slipped. Just be extra cautious and be considerate – a lot of people are struggling for work and stress level will be ride. Think 'what if', back off at junctions, and give yourself those extra few seconds...



Remember, you are an ambassador for motorcycling. Now, more than ever, we all have a responsibility to show the world that motorcycling is a safe solution to public transport, and to encourage more people to be doing it.

## Corona Crisis: Motorcycles Should Be Part Of The 'New Normal'

<https://www.femamotorcycling.eu/>



The British Motorcycle Action Group (MAG) wants motorcycles included in transport plans in the transition from lockdown back to normality. At his moment the government seems to focus on bicycling and walking for those that will be unable to commute by public transport.

According to the British government encouraging people to commute by bicycle will be a key part of proposals for transport as travel restrictions for the pandemic lockdown are eased; however, motorcycles are not mentioned.

Commenting on the media rush to suggest that cycling will be a substantial solution, MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "The idea that cycling alone can replace all the transport needs of those who will be unable to commute by public transport is for the birds. The average cycle trip in 2018 was a mere 3.3 miles. Potentially, cycling could replace bus travel in London as the average trip was 3.7 miles but nationally, average local bus trips are 5.3 miles. The average trip on the London underground was 8.9 miles and on average surface rail trips are 30.9 miles. During lockdown, we have not all moved closer to our places of work. At an average trip distance of 13.4 miles, motorcycles can clearly replace far more public transport trips than cycling, whilst also offering congestion reduction benefits over cars."

'Leaving motorcycles out of plans to help the transport system to get going and the economy back on the road to recovery is an oversight of massive proportion.'

Colin went on to say: "Any action that improves the safety of cycling and walking is to be commended. However, the plight of motorcyclists must not be forgotten in this dash for cycling infrastructure. We have serious concerns that road space segregation and cycle safety measures often increase risks for motorcyclists: something we highlighted at the last City of London meeting prior to lockdown. We are vulnerable road users too. It is vital that MAG and motorcyclists are consulted on the many plans to accommodate cycling that are being rushed through without opportunity for comment and scrutiny from other road users."

MAG Chair, Selina Lavender, said “Motorcyclists already wear a form of Personal protective equipment (PPE) as standard. Motorcycles provide social distancing, flexibility and range that cycles don’t. There is no need to fast-track major changes to the roads’ infrastructure, though a few more authorities opening their bus lanes to motorcycles would be sensible. Leaving motorcycles out of plans to help the transport system to get going and the economy back on the road to recovery is an oversight of massive proportion.”



MAG Director of Communications & Public Affairs, Lembit Opik, said: “Motorbikes and scooters are self-evidently safer than bus and train travel when it comes to virus transmission. Motorcycling guarantees social distancing, with most being ‘PPE-ready’ the moment they get on their machine, in a way that those using trains and buses are not. It’s a ready-made solution, and the Government should rapidly highlight this to the millions of commuters looking for virus-resistant ways to travel.”

Tim Fawthrop, MAG London Regional Rep, said: ‘I nearly lost my life to Covid, and consider myself fortunate to now be on the long road to recovery. Like many others, I am avoiding public transport, which is potentially where I picked up the virus initially. I plan to avoid all public transport for the foreseeable future. As soon as I have the strength, I will return to riding my motorcycle in accordance with whatever guidelines are in place at that time. Getting back on the bike and on the open road will lift my spirits and aid my recovery. I am saddened that the Government has not yet included motorcycles in their plans. As motorcyclists, we are aware of the benefits of our favourite form of transport and how they can support society in the fight against the effects of this horrendous virus. It is time for policy-makers to listen to us.’

MAG (a long standing member of FEMA) has long promoted motorcycles as the most sustainable form of private motorised transport and will keep promoting motorcycles as a vital part of any ‘new normal’ transport system that emerges.



## Harley Softail FXDR – a Limited Edition at no extra cost

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



While the traditional chrome-and-tassels image of Harley-Davidson has tended to be at odds with mainstream European tastes the muscular, drag-bike-inspired shape of the Softail FXDR 114 means it appeals to a somewhat different clientele.

Now the firm has added an additional version to its line-up for the UK and Ireland in the form of the FXDR 114 Limited Edition, restricted to just 30 examples – equivalent to one per Harley dealer –featuring special paint and equipment to mark them out from the stock version.

Let's start with that paint. Applied by Image Design Custom, it meets Harley's factory standards and as such it's covered by the normal warranty. Combining white, black and gold with a matt clear coat it's eye catching without being over-the-top. Pinstripes, limited-edition badging and Harley's 'modern' logo design complete the look.

Spec-wise, the Limited-Edition gets a new single-piece handlebar to replace the stock clip-ons, mounted on a 'Fat Ape' riser kit with extended wiring and a new clutch cable to suit the higher position.

Other than that, the bike is much like the normal FXDR 114, with the 114ci (1868cc) version of the Milwaukee-Eight V-twin making 118lbft of torque at just 3500rpm.

Best of all, at £18,345 the FXDR 114 Limited Edition doesn't cost any more than coloured versions of the normal FXDR 114 (the 'Vivid Black' option is £400 cheaper).



# Back to the track: What does a Covid safe trackday look like?

By Ben Clarke MCN



Motorcycle trackdays have resumed in England as the lockdown guidance given by the Government continues to ease. The first sessions were held on Tuesday, May 26 at Donington and Cadwell Park and operators including MSV Trackdays, No Limits and Focused Events are all taking bookings. The only bad news is that they're selling out fast!

No Limits events at Cadwell, Mallory, Snetterton, Croft and Donington are almost full until the end of June and many events in July are filling up, too. It's a similar story for MSVT and several of the Focused Events dates are full as well.

Obviously, it isn't a case of 'business as usual' and there have to be strict social distancing measures in place to make sure everyone is being kept safe. MSV, for example, have brought in a raft of measures in order to adhere to the Government guidance, starting the day before you actually attend.



Pre-registration and briefings now take place online before you arrive at the venue meaning that you can collect a wristband straight away on the day using a socially distanced queuing system.

There's no more than three bikes and three people per single garage unit, and garage doors all have to be kept open throughout the day. There is also strictly no overnight camping at venues and you mustn't attend an

event if you have Covid-19 symptoms.

"It was great, everyone stuck to the social distancing, pretty much," said motorbike blogger, Kate Ralph (known online as Username Kate) who attended the Donington Park event.

"You were allowed a helper from your own household so there were a few couples around but there were no spectators. It made it feel really empty compared to a normal trackday which was actually quite nice, they should all be like that."



## 2016 MT07 for Sale

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Yamaha MT07 Tracer 700 in Matt Black (dark grey official colour)  
Full Service History. (Oil and filter and air filter change 200 miles ago)  
New (900 miles) Michelin Road Pilot 4 Front and Rear  
MT07 short brake levers  
R+G tail tidy with led plate light  
Blacked out rear grab handles  
Rear pegs removed (but will come with the bike)  
Yamaha engine sliders  
Soft pannier support avail if required.  
Oxford super touring hot grips recently fitted  
Yamaha blinker plus led indicators. Giving a white drl to the front, additional tail/brake and indicators to the rear.  
Akropovic aftermarket exhaust (not classed as modified for insurance) original Yamaha exhaust available if you don't want the akro  
TomTom Sat Nav will probably be disconnected.  
Rear bobbins  
Standard seat  
Brakes recently stripped and cleaned.  
Data Tag  
Yamaha adjustable height screen  
Starter switch mod done (so it doesn't stick)  
MT07 Radiator Guard

25055 miles. One owner before me.  
£4,400 ono

Contact Matt Burnett 07541 791154  
(Located in Bognor Regis)

The desire for a MT10 forces sale.



# Regular venues

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

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

**24/7** We have a Club page 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 comes out monthly and is restricted to club members. 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.



**Discount Code**

The code for Affiliated Club Members is

**CLB20FMB**

This code may be used by your members along with your club name to

- Receive discounts on advanced tickets to all BMF rallies and events
- Receive discounts on insurance
- Receive other BMF benefits with our corporate members

To ensure that your members get the most out of your affiliation to the BMF please circulate this number to all your members as soon as possible.

## Breaktime Answers:

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What is it?



Zontes Panther 125

What iconic landmark is this?



The Humber Bridge

**Lateral Thinking:**

The word 'short'.

Quiz answers

1. The letters BSA stand for what?  
**Birmingham Small Arms**
2. What motorcycle has three crossed tuning forks as its emblem?  
**Yamaha**
3. Famous for its V-twins, what American motorcycle manufacturer started producing machines in 1903?  
**Harley-Davidson**
4. The Ducati is manufactured in which city and what country?  
**Bologna, Italy**
5. The Bonneville is made by whom?  
**Triumph**
6. What famous marque of motorcycle was Lawrence of Arabia riding when he was tragically killed in Dorset in 1936?  
**Brough Superior**
7. The Black Shadow and Black Prince are two motorcycle models made in the 1950s, by whom?  
**Vincent**
8. What motorcycle has a stylised propeller as its tank badge?  
**B.M.W.**
9. Which company makes the motorcycle called the Valkyrie?  
**Honda**
10. How many gears do the motorcycles used in speedway have?  
**One**