



Southern Sporting Motor Cycle Club

CONTACT

November

2019

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Your Committee

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

Dates For Your Diary

3rd Nov	Brighton Veteran Car Rally
16th Nov	Bowling – Airport Bowl TBC
22nd Nov	Motorcycle Live: NEC Birmingham
14th Dec	The Red Lion – Russell Road Shepperton

Editor's Comments

Welcome to Novembers Contact.

It seems that many of you are having a taste of Welsh weather, lots of rain. Glad it's not just us, although we've been flooded here quite badly so we were lucky to manage a trip out before it began. Unfortunately, more rain is forecast over the next couple of weeks.

This month your PRO has asked you to participate in a survey. The details are on page 6. Please take time to complete it, the link is there and it is secure and anonymous.

Bowling and Heather is looking to book the 16th November. Can you let her know if you are interested in going?

It's almost Christmas!

XMAS DINNER has been booked with a change of venue this year.

The 14th December is the date and it will be at the Red Lion, Russel Road, Shepperton. We will be in a separate section. Heather will send the menu option around as soon as it has been confirmed. The cost will be £25 for members and £30 for non-members. This is a pub, so drinks will be available at the bar. Please let Heather know if you want to come.

Plenty of articles again this month including a special article on page 9 from your Club Captain about the Ride of Respect for PC Andrew Harper who you may recall was killed while on duty.

The WRWR are still going strong and the ladies have arrived in Honduras.



Odd Comments

Yes, Steve Pearce is correct the club needs a new pastime. What could that be!

Who is interested in Trail Green Laning? Perhaps at first on a club bike!!

Trials riding off road riding. Again, may be on a club bike at first.

Lawnmower racing? Small team.

We have one club member road racing. He could give you an insight. Do they do 50cc scooter racing?

In the end people still need to have the enthusiasm, time and interest to do anything, plus, most club members have to work for a living so clearly the item has to be at a weekend. Only a few retired members can do things in the week. Also, people have to put effort in to do anything, if members have problems during the year where are the helpers to take their place.

If you have an idea and wish to put some effort into getting it off the ground bring it to the club committee. The training scheme money! Some of which could be spent on a new enterprise. Good luck.

More planned ride outs. It is a shame Mick and Ian fell of the rails in 2019 due to illness. Let's hope we can go to more places in 2020.

I do hope we have lots of takers for the Christmas do at the Red Lion in Shepperton.

See Heather Wallace for more details. It is on the 14th of December.

November Friday 22nd is our annual trip to the bike show at NEC, Birmingham. Chris Gorth is trying to arrange tickets, 10 or more will see a reduction. Hope to see some of you there.

Things that could be arranged again, off road riding trip in Wales. This seems to go down quite well.

Going on a trip abroad in 2020. Brexit allowing. Hungary, Croatia or somewhere closer, Belgium or France. We don't need to go in one big group, it would be up to individuals to decide how many or book the place and meet there.

Speak up or forever hold thy peace.

Hope to see you out and about.

John Mason

Where Is The Club Right Now?

In Octobers Committee Meeting, I raised my concern, under Any Other Business, on the club's direction. If you read it, I hope that gives you an insight into my concerns.

Going back a few years we held a couple of Star Group Trials – these could be good financial earners for the club, sometimes with 100+ riders – but the last few events saw a demise in volunteers willing to marshal a section for 6 hours. It was also a lot of work for the committee to have a Secretary of Meeting, Clerk of the Course and then there was storing all the gear – very time consuming and usually fell on the same people to keep the event going. So SSMCC withdrew from the competitions side – and that now means we are no longer a sporting club.

To me the club has always rotated around the training scheme, where most of the members have been sourced – I for one came from the training scheme, albeit many years ago. But most of the instructors were active members of the club. The scheme has seen many people at the helm. A challenging job, especially in the everchanging world of the DSA – now the DVSA, and the many changes to licence requirements and rider restriction. The instructor training was a mammoth task on its own. I know as I look after some instructors for Car instructor training.

Although I live a long way from the club/training scheme area, I did pop in from time to time. But since the training scheme ceased trading, the lack of get-togethers, meets, socials for breakfast has declined. Even the Facebook Page is hardly being used anymore.

So, what do we want from the club? Why are you a member? What would you (realistically) like to see the club do more of or even start doing?

I enjoy touring and love the thrills of watching road racing, hence the trips to Northern Ireland for the NW200. This year I was lucky enough to get accommodation for the Classic TT in the Isle of Man (difficult to get hold of, unless you want to stay in a tent). I've happily organised these runs for friends – not as club runs. I will continue to tour as there are some fabulous roads to find – some planned some we've just stumbled across because that's the way the Sat Nav has taken us.

In 2020 my plans are underway for the NW200 in May and The Isle of Man Classic TT in September, already booked! But would like to do a couple of long weekends in Wales, Devon and Cornwall. Another trip to Scotland would not go amiss, thinking of the NC500.

Committee members cannot help if we don't know what you want! So, I've created a small survey to see your thoughts on the clubs direction – it's anonymous and should only take 2 minutes of your time – PLEASE PLEASE PLEASE let us know what you want!

Survey is here at; <https://www.surveymonkey.co.uk/r/7K36JGL>

Steve Pearce PRO

SMCC Committee Minutes- October 2019

Meeting Monday 14th October 2019 – Flat 3, Oakhill Gardens, Oatlands Drive, Weybridge KT13 9JP

In Attendance:

Chris Gorth (CG)	Chairman
John Mason (JM)	Treasurer
Ian Slater (IS)	Secretary
Heather Wallace (HW)	Social Secretary
Mick Wallace (MW)	Club Captain

Meeting started at: 20:00hrs

Apologies – Steve Pearce, Sharon Roberts

Minutes from the Last Meeting

The minutes were proposed by Heather Wallace (HW) and seconded by Mick Wallace (MW) and were adopted without dissent.

Matters Arising

Nothing arising

Correspondence

ACU have sent a reminder for fees (£10). Chris B to arrange payment, either cheque or BACS.

Club Secretary

Nothing to add

New Members

No new members.

Treasurer's Report

Chris B paid Mick Wallace £11.99 for the eBay advert for the GN which had not got sold through the club. CBS were given donation as a thank you for hosting the bike.

John confirmed that he had been paid.

John wanted to know what the total income was made for the sale of the bikes and has gone into the club account.

Training Scheme

Apologies - Heather Wallace needs to contact Isleworth Town Primary School to see if they do want to have the rubber cones and keep left bollard.

In light of what has taken place with John's Mum this weekend, he is going to give Rob Wood 6 months' notice that the garage needs to be cleared out. John will contact Rob Wood to advise him.

Social Secretary's Report

The Take-Away night on 21st Sept was attended by several members. John, Ian & Amoret, Amanda & Doug Hunter-Brown, Steve & Carl Pearce and of course Mick & myself. Apologies to Tony Coe who had emailed on Friday evening but I didn't check in on them. Sorry Tony.

Following last month's committee meeting the Red Lion, Shepperton was booked for the Club Xmas Dinner on 14th December. The cost per person for 3 course meal is £32.50. The club will subsidise this, so for members expect to pay £25, for non-members £30 and the club will pay the difference.

The menu is due to be sent through shortly, and Heather will send out so that members can advise what their choice option will be.

The event was mentioned in the Sept Contact, but so far there has been no interest shown. When I get the menu, I will send out an email out.

I also included in Contact, a Bowling Evening on 16th November. Also no interest, so will send another email on that too.

Editors Report

Articles in to be in by 28th October

Captain's Report

14 October had been put forward as a date for a run to Hayling Island, but it got cancelled due to rain.

3 Nov - Brighton Veteran Car Rally – it has been suggested that if the weather is not good that people go down in their cars as it is the last of the year. Parking will have to be found by yourselves.

Thinking about next year, may try and get a ride out earlier than the Pioneer Run, depending on the weather.

Also note that the early May bank holiday will be moved from Monday 4th to Friday, making the long weekend Friday 8th May – Sunday 10th May

Public Relations Officer's Report

There was a bit of confusion which resulted in Heather W checking the SSMCC & Training scheme FB pages and SSMCC website looking for something that wasn't there.

During HW search, she noted that on SSMCC.co.uk under Learn to Ride, and also under both 'news' and 'about', the text relating to the training we used to do should be taken out or moved/referred to as history or put into an achieve section.

Any Other Business

None

Fixtures

13 Oct – Possible Club Run – Got rained off

3 Nov - Brighton Veteran Car Rally

16 Nov – Bowling - TBC

22 Nov - NEC Bike Show

14 Dec – The Red Lion – Russell Road Shepperton

The meeting closed at 21:15hrs

Thanks were given to Chris Gorth for his hospitality.

Next meeting – The next meeting will be Monday 11th November – Heather & Mick Wallace – 29 Mandeville Road Shepperton TW17 0AL

Ride Of Respect



As you should all be aware, on the 15th August this year, a Thames Valley Police officer, PC Andrew Harper was killed whilst responding to a burglary call. He was the victim of a deliberate act and was killed by a vehicle dragging along the road. This made news headlines for days and struck a chord with not only people like me (ex and current police officers) but the general public across the nation. People were really upset that a young man of 28 years, who had only been married for 28 days, was killed in such a manner, doing his job of protecting people and enforcing the laws of this country.

One woman, in particular, was upset by this event, a local lady who had nothing to do with the police, she was a hairdresser, but she lived in the community where this tragedy took place. Her name is Sian Sloper, and she is a biker, and she found out that PC Harper was also a biker. So, she formed a Facebook page and hoped through this to organise a small tribute ride of bikers to honour this man. Well within 24 hours this page had 2500 followers, mostly people like me, and within a few weeks over 9000 people were saying that they would like to do something connected to this idea. Sian had an idea that was now snowballing into something massive. So big that Thames Valley Police couldn't accommodate it. But luckily the RAF stepped in to help. The Secretary of State even had to give permission !!

RAF Benson, located outside of the small village of Benson in Oxfordshire, had said it would allow bikers to assemble on a hardstanding area within the base, and use the base as a starting point for the ride. The ride would then travel to Abingdon, and finish at the old RAF Abingdon airfield (now called Dalton Barracks as the army now use it). To organise such an event was becoming a logistic nightmare, as road closure teams had to be put in place, medical support for those 'just in case' situations, plus toilets, tea stands, etc. etc. But the event would go ahead.

Luckily on the day of the ride, the weather was bright and clear, although cold at first. I went along to Cobham Services on the M25 to meet up with a couple of mates/former colleagues to ride up in a group along with anyone who wanted to join us, to RAF Benson. This meeting had been announced on FB by my friend Alan, and he asked me if I'd lead the group due to my previous experience leading groups of police riders, etc. when I was working. No problem I

thought, 20 or so riders is no issue. Problem was the group turned out to be neared 100 bikers! But we gave a quick briefing in the car park and set off onto the M25. Quite an impressive sight, especially as they managed to keep in pretty good formation all the way along the M25 and onto the M40 until junction 6. We really took over the roads going through Watlington, but the locals had an idea of what was going on as the media had broadcast news that over 5000 bikers were coming from all over the UK to take part.

Arriving at Benson we were quickly allowed entry into the base, all the while being monitored by armed RAF staff/police who checked our ID and registration papers once we'd parked up. I realised that our group had grown, as we'd picked up a few extras on the way, but some groups arrived twice our size or more, so we were nothing special. Once parked up, we were able to mingle with all the other bikers, and the atmosphere was really good. Everyone was there to show support for the emergency services, and the widow and family of PC Harper in particular. All sorts of bikes were there, from BMWs, Harleys to scooters, quads, trikes and even a three-wheeler speedboat. It was a party atmosphere, just friendly and respectful. I was also able to find Steve and Karen Pearce amongst the crowds. They had made their way up to join in.



Mrs Lizzie Harper, his wife, was there to ride as pillion on her husbands' bike, which would be ridden by her brother, and she was the lead bike. The ride set off in groups of 250 initially, at noon, but there were so many that it soon became back-logged and took several hours before we could leave the base. Even so, when I rode off at 3 pm, there were still lots of people lining the route to wave us on. The amount of public support was very emotional for some. I know of several officers who were very moved by what they saw.



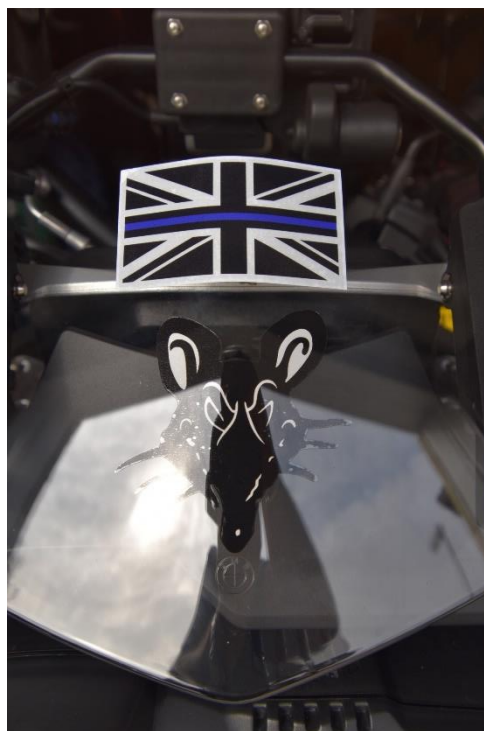
The View From Ground Level



The View From Above

After the run, and a quick tea break at Abingdon, it was out onto the A34 and fairly brisk ride home. Well, it was until we hit the M4 with its 50mph road works. But luckily, I didn't have 100 bikes following me this time. The day raised over £16K for the charity set up for PC Harpers widow, but it also showed that bikers are not just a bunch of noisy tearaways, but some of us are people who care about those that put their lives on the line every day when they put on that uniform and go out on patrol.

RIP PC Andrew Harper



Mick Wallace Club Captain

Experience: Triumph Factory Tour And Triumph Visitor Experience



The Triumph Factory Tour and Triumph Visitor Experience bring to life the story of modern-day company and give you an insight into just how global the quintessentially British brand has become.

As an accidental owner of three Triumph Triples – somehow I’ve ended up with a T595, a Tiger 800 and a Speed Triple R all at the same time – I haven’t until now been a huge devotee of the brand. I’ve bought them simply because they are excellent bikes.

After a visit to the Triumph factory, which included a couple of hours in the Triumph Visitor Experience, I now have a far greater appreciation of what Triumph has been through and become. And it’s given me a lot of love for and pride in the brand.

Triumph has a fascinating history. Founded by a German (who knew?) as a bicycle company in 1885, the first Triumph motorcycles started to appear in 1902 and by the end of the first World War the business had grown to become the largest manufacturer of motorcycles in the UK.

There followed boom and nearly bust years, with various owners coming and going, until property developer John Bloor bought the name and manufacturing rights to Triumph from receivers in 1982. It is this period of ownership, which has seen the marque explode into a truly global brand and business, that the Triumph Visitor Experience really brings to life, although fans of the older history of the brand are well catered for too.

The Triumph Visitor Experience

If you are in the UK, the Triumph Visitor Experience is a great destination for a ride out. Located almost exactly in the middle of England, it’s a fairly easy reach for many, and some of the surrounding areas have superb biking roads, especially to the south in Warwickshire.

Entry to the Visitor Experience is free and you can easily spend a couple of hours there and still not have time to read every display’s description. The exhibits are a mix of current models and

historic examples. The bike Steve McQueen used in *The Great Escape* is here, along with expedition bikes that have travelled across the Sahara, iconic race-winning bikes and some very trick modern custom builds. Plus, the very first Triumph motorcycle...



As well as the bikes, other displays feature engaging explanations of the engineering and technology, including insights on the development that happens between model updates. You'll also get insights into how the bikes are tested, a subject that comes up on the Factory Tour too.

If you only have a few hours, 90 minutes in the free Triumph Visitor Experience plus a snack or lunch in the onsite 1902 cafe makes it well worth the trip.

The Triumph Factory Tour

With more hours in hand and £20 to hand over, the Triumph Factory Tour makes the trip even better. For me, it wasn't until we entered the factory area that I truly started to appreciate exactly what Triumph has become under the stewardship of John Bloor and his son Nick.

Unfortunately, we can't show you what we saw, as phones and cameras have to be handed in at the start of the tour. The handover is done next to a map of the world which, more than anything else during the day, showed me just how impressive the 'new' Triumph company is.



I say new because, compared to the days under the ownership of the likes of BSA and Manganese Bronze Holdings, Triumph really is a completely new company. One that is clearly better managed, better financed, better branded and where the products are arguably better built.

The map shows Triumph's locations across the world, and what drew my eye were the seven 'factories'. Not all are really factories in the truest sense – the three Thai manufacturing plants produce around 80% of a Triumph bike

with Hinkley producing key items like crankshafts and camshafts. The rest are assembly plants for local markets like South America. Whatever you want to call them, the map is a true indicator of the size of Triumph's success.

The tour should take around an hour and a half but, such was the enthusiasm of the tour guide, our journey took us around the assembly lines, paint shops and testing areas for well over two hours.

The 1902 Café

Along the way we learned a fair amount about the manufacturing process, especially the tolerances the parts and components are built to, with some fascinating stats around the equipment that is used to test them. As a Triumph owner, it helped me understand why my Triumphs are so much better built than many other bikes I've owned. It's this slavish pursuit of quality, plus finely-honed design and marketing skills, that is the real story behind the success of the new Triumph brand. You have to pay for it, but at least I now know where the money goes, and it appears to be nearly all put back into the continual development of the business. Remarkably, Triumph is still entirely owned by the Bloor family. Predictably, we weren't shown around the future of Triumph, the R&D areas. They take up a fair percentage of the factory's floor space and, as the almost continual press launches and scoops on new bikes demonstrate, the people behind the R&D walls are clearly very industrious. We did however get to see a few unusual bikes at the end of tour, including a ski-bike – an Explorer with a large ski in place of the front wheel. In a beautiful one-off mica blue colour I'd hope to see on a production bike sometime soon; hint, hint, Triumph...



The 1902 Café

Tour over, another £5 was well spent on cake and a brew back in the 1902 Cafe, in readiness for the ride home. I could easily have put a couple of noughts on the end of that fiver, as there is also a Triumph shop in the building, stuffed full of quality clothing, luggage and accessories.

Verdict: Plenty to see and lots to take in. I've left it until the very end to get the pun in, but it's clear from the visit that Triumph is now a triumph of design, engineering and manufacturing processes. All beautifully packaged into a very desirable brand as the Visitor Experience and Triumph Factory Tour amply prove. I'm now a fan of the brand, as well as the bikes.

The Triumph Visitor Experience is free and does not require booking. The Triumph Factory Tour currently costs £20 and is very popular so you are advised to book in advance at <https://www.triumphmotorcycles.co.uk/visitor-experience/factory-tour>. Both attractions are open year-round but check the website for closing days on public holidays.

Photo credits:

Biker & Bike travelled with the London Motorcycle Riders Club and we extend our thanks to the following members of the club who have allowed the use of their photographs from the day: Joe Bacon, Eric and Ruben Braz.

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

Ride of a lifetime:

Shipping snags and a Suzuki... Swift?



It's cool in the shade of the trees. I pull off the amazingly twisty road and park the hired Honda VFR800, remove my crash helmet and take my ear plugs out. All around me, out of sight, birds are... singing. Well, clanging like tiny silver bells. It's utterly bizarre – though now I can hear clearly, it's reassuring that it's not something wrong with the bike. I take a second to take it all in: I'm a rainforest, on a mountain, having ridden up a fantastic road, surrounded by nature's most unusual, beautiful soundtrack. Australia, I conclude,

is amazing.

I left Sydney two days ago. With my Kawasaki Z1000SX still bobbing its way across the Pacific, I had to hire a bike. Watching the budget but wanting a decent sports tourer led me this 2007 Honda VFR800 VTEC. I couldn't tell you how many miles I've done on these over the years and they've all been good. My initial inspection revealed plenty of signs of wear and tear, the first few miles confirmed that it ran well and delivered that essential VFR experience.

I set off initially over one of New South Wales's more well-known biking routes, the Putty Road. It was a nice warm-up: twisty, scenic and inviting... but I was sticking rigidly to the 100kph limit.

People had warned me about speeding fines, so I was taking no risks. But I got chatting with a Ducati rider at the garage and he suggested there might be a bit of leeway ('But stick to the 80s and 90s') so when I got going again, I relaxed and focused more on my apexes and less on my speed.

That was when I really began to enjoy the ride. I didn't go mental and I kept a sharp eye out for policemen, but letting the VFR spend more time running on four valves brought the road to life: not nice but outstanding, with plenty of challenging corners, one or two longer straights and plenty of elevation changes.

Plenty of dead wildlife too, serving as a reminder not to get too carried away. I'd always assumed wombats were cat-sized creatures but seeing a couple of corpses I realised they're somewhere between the size of a badger and a small bear. I wouldn't want one of those pulling out in front of me...

The further north I got, the flatter and dryer the land became. The trees that had shaded the Putty Road thinned out or vanished as the road ran between broad brown fields and thin strands of grey-barked gum trees. As I headed towards Tamworth (Australia's country-music capital, apparently) there was more and more roadkill beside the road: kangaroos now. In





places, there'd be a corpse every 100m or so in varying stages of decomposition. The big ones were huge... bigger than a well-fed Labrador. Having hit a deer in Colorado, no way would I want to tangle with one of these.

My second day on the road was largely about breakfast – not that it was wildly special, but I had it in the café of the wonderful Art-Deco cinema in Bingara. Never heard of it? I'm not surprised, as it's tiny – but it's where my family comes from, so I stopped for a mooch about. The museum was shut,

but the pub was open and that was good enough for me... for a second cup of coffee, of course!

But from Bingara to Brisbane was still a long ride. In many ways, a lot like the riding in the US: long straights and gentle curves for the most part, cutting through vast expanses of farmland.

This could be rich land, but not in the grip of the drought: fields were dry and dusty; the few sheep and cattle I passed looked thin and tired.

At one point, I thought I must be nearing the coast as it looked like was about to ride into a cloud of mist... but it turned out to be smoke, filling the low valley ahead of me as a bushfire burned somewhere out of sight.

I had a great evening in Brisbane, catching up with an old colleague who recommended some roads. I was meant to be heading down the Gold Coast to Sydney... but who can resist a tip about a brilliant biking road? Well, I can't anyway.



And that's how I ended up here, on Mount Glorious, listening to the bell-mynahs clanging in the forest. I remount and take the road down to Lake Wivenhoe, then turn around and ride back up into the mountains again. It's a fantastic ride: great surface, some seriously tight bends so the 100kph limit actually feels about right, and next to no traffic apart from a few other bikes, everyone stopping for a coffee at the Mount Glorious Café. I carry on over Mount Nebo (even better surface, even tighter bends, but a bit more traffic) and then head to the coast.



Unfortunately, all the playing on mountain roads has eaten up too much time... and I have an overnight stop booked in South West Rocks (that's a town – not a boast by a Cornishman). That means I sack the idea of going out to the Gold Coast and just sit on the motorway – which at least has a 110kph speed limit. Though I find myself pushing my luck, going a bit quicker as the daylight fades. Stupidly, I've left my clear visor in Sydney – I haven't use it at all on the trip so far, but now I have to flip my black visor up and spend

an hour collecting a face full of moths and bugs before I reach my hotel.

Next morning I have a wander around the town: it's lovely, like a seaside resort in Devon or Cornwall, right down to the bumpy and patched minor roads, but with more exotic birds and trees. I set off to get the bike back to Sydney for 3pm. Along the way I stop at the National Motorcycle Museum of Australia in Nabiac. It's a huge collection – packed in tight to a building laid out like a capital E.

There are lots of British bikes, as you might expect from a Commonwealth country. Plenty of Japanese machines (though not so many Kawasakis) plus a good smattering of European bikes – mostly Italian. As I found in the Barber Motorsport Museum, it's fun to explore and find the strange bikes (rotary-engined Suzuki RE5, beside an XN85 Turbo) but really it'd be so much more fun exploring with a few mates than wandering around on my own.



I head back to Sydney to return the Honda and get some bad news: my Kawasaki's sailing was delayed and will be landing a week late. With the time it has to spend in quarantine and going through customs, I probably won't be able to get on it for another fortnight. That's a problem as I can't keep hiring bikes (which, anyway, defeats the point of shipping my bike here). But hey, no big trip can go smoothly and I've already changed the initial plan so much, I'll just have to roll with this particular punch – and put more effort into planning the final Australian leg of the ride of a lifetime.



By Simon Weir MCN

New Kawasaki Z1000 coming for 2020

By Ben Purvis



New documents published by the California Air Resources Board (CARB) in the US confirm that Kawasaki has type-approved a new generation 'Ninja 1000' in the States. In UK terminology, that's the Z1000SX sports tourer.

It means that the naked Z1000 that the bike shares its engine and chassis with is also going to get the same changes, which are aimed at meeting Euro5 emissions limits and reducing weight. The naked Z1000 isn't sold in the USA but remains a popular model here.

The document doesn't include pictures but confirms the engine will remain at 1043cc next year, with emissions reduced across the board. Kawasaki is changing from two catalytic converters on the current model to a single three-way cat on the next gen bike, suggesting there are other engine changes to account for the lower emissions. Hydrocarbon output drops from 0.14g/km to 0.1g/km while the combined hydrocarbon and NOx level is halved, from 0.2g/km to 0.1g/km. Carbon monoxide levels are slashed even further – dropping from 1g/km to 0.2g/km.

While the knowledge it's cleaner than the old bike might give buyers a warm feeling inside, they're more likely to notice the change in weight. Although CARB documents quote a strange 'estimated inertial mass' (EIM) that's intended to include the rough weight of a rider and luggage as well as the bike itself, that EIM figure is 10kg lighter on the 2020 bike, down from 350kg to 340kg. In more familiar terms, that means the next Z1000SX will weigh around 225kg ready to ride, down from the current model's 235kg. The Z1000 is also sure to get similar weight savings, which suggest Kawasaki might have given the bikes a revised chassis.

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

R5Ker tackles 48 states in 48 days

For air ambulance service



A 61-year-old Brit has ridden across all 48 contiguous (connected) US states in just 48 days to raise money for the Great North Air Ambulance Service.

Gordon Wilson, a retired senior lecturer from Newcastle-Upon-Tyne, departed Orlando, Florida, on August 1 before completing his ride 10,000 miles later in Alabama on September 17. Rather than fly his own bike out for the trip, Wilson, who's been riding in the UK since he was 17, decided to use a rented Harley-Davidson Heritage Softail 10 from EagleRider, who have been supplying rental bikes since 1992.

He told MCN afterwards: "I've ridden in America a few times but on this bigger ride, there were more variables like high winds, massive storms and hot temperatures."

Starting with a fund-raising goal of £10,000, Wilson is taking donations on his Just Giving page until the end of the year.

In addition he's planning a series of talks at various motorcycle clubs where attendees will be invited to donate. He also said why he decided to help the air ambulance.

"I regularly talk to riders who have had big crashes and nine times out of ten, they are airlifted to hospital," he told MCN.

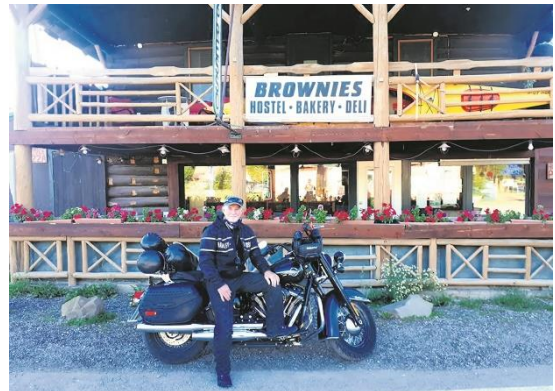


"It costs an awful lot of money to keep our service going," charity spokesman, Jim Entwistle, said, adding the Great North Air Ambulance is called to over 1500 incidents every year and is a charity reliant on donations to operate its three helicopters.

"The money Gordon raised will help provide air ambulance services across the North of England. A lot of people don't realise that we are a charity, so when you've got people like Gordon riding across 48 states, it's going to raise interest.

"We owe him one, so we'll be rolling out the red carpet upon his return."

By Dan Sutherland MCN



High tech auto crime:

Relay theft and signal jammers

By John Milbank



Stolen bike parts on their way from a chop shop, intercepted by police

While the average thief might not hold a degree in electronic engineering, the equipment they're now using is some of the most advanced seen in automotive security. Major manufacturers are playing catch-up, hampered by the budgetary and legislative constraints that the world's criminals don't need to concern themselves with, but understand the tech being used, and you can be far better equipped to prevent your bike – or car – being stolen...

A typical car theft in a public place can involve criminals using very common household devices to jam the signal from your remote (this can also work on your bike's alarm fob, if it's not self-arming). The owner leaves the car either assuming it's locked, or if they notice, then intending to get it fixed when they get home.

Either way, the crook has access to the vehicle to programme a new key in as little as 13 seconds. The thieves then either start the car and drive it off or take it later. If you have details of your home address in the car – be it paperwork or in your sat-nav, they can take it whenever suits them, unlocking it with their newly programmed key.

The equipment to programme keys is freely available online, and a quick look at eBay even sees some of the items using paid promotion to keep them first in the listings.

Another, more sinister theft involves what's known as a keyless 'relay theft'. And again, the kit can be easily bought online.

Relay theft was first seen by the International Association of Auto Theft Investigators as early as 2006; criminals stealing keyless ignition cars from apartment blocks didn't know which room the keys were in, so worked out how to pick up the signal from the fob through walls and transmit it to the car. They could then start the car, and of course it would run until it was switched off, at which point they'd be at a location that they could either reprogramme the immobilisation or strip the car and sell it for parts in a chop shop.

In 2010, the first unexplained thefts of cars occurred in the UK, and by 2012 relay thefts were confirmed. It typically involves two criminals – one holding a device next to the vehicle, the other moving a scanner across the walls, windows and doors of your home until the unit ‘finds’ your key, amplifies the signal, then sends it to the box being held next to the car.

Where are the cars and bikes going?

While export is one market for stolen vehicles (and you can fit a lightly-stripped bike into a 50 gallon oil drum quite easily), chop shops run across the UK at an industrial scale, with teams operating very successful businesses through the most popular online stores and auction sites.

The criminals will often specialise, be it in motorcycles, or specific car brands, and it’s not just the new vehicles they’re interested in – cars are often high-end brands that are out of warranty – the point when more people will be looking for cheaper spares. Of course, new and old vehicles get damaged bodywork, and the crooks will take advantage of the general public’s hunger for a bargain. Anything is game.

Keyless ignition isn’t as common on bikes, and a motorcycle’s vulnerability lies more in its portability (police officers have reported that a drug-fuelled crook has been able to pick up a Fireblade and throw it into the back of a van on his own), so for advice on how to secure a motorcycle, please click [here](#).

How to defeat a jammer

It’s important to always check your car doors are locked or your bike alarm (if fitted) is armed – if your fob won’t work, it could be as simple as a weak battery. It’s actually possible to ‘boost’ the signal a little by holding it to your head and of course, simply getting closer; make sure you change the batteries that day or consult your dealer if it’s a self-charging key.

However, if you believe someone may be attempting to jam your device, you can hold the fob under your chin, with your head down. Then move around the vehicle – as close to it as possible – while facing it. Keep pressing the button until it locks – at this point your body will be shielding the vehicle and fob from the jammer, which will also give you an indication that the person doing it is likely to be to your rear. Do not attempt to confront them.



If you suspect your key fob’s signal is being jammed, walk around the vehicle as close as possible while facing it. With the keys tucked under your chin, keep pressing the button until the car locks

How to keep your bike or car safe from a keyless attack

- Never leave your keys on or near your parked bike (or car), regardless of if it has keyless ignition.

- Always keep any keys out of sight and away from windows or letterboxes.
- If your vehicle has keyless ignition, try to keep the keys as far from any exterior walls or windows as possible. The most expensive relay equipment has a long reach, but the DIY kit seized from a recent attack showed officers that the ‘budget’ equipment – for now at least – is less powerful.



Relay theft devices are freely available for sale online

- Urban myths state that keeping your keyless ignition fob in the fridge or a biscuit tin will prevent it being scanned. This isn't true – not all refrigerators are fully metal-clad, and some tins can even boost a signal. Keep your keys in a quality RFID pouch but be aware that the cheaper versions can wear with use, and that one recently tested by the Tracking and Aftermarket Security System Association (TASSA) stopped preventing a relay attack after a short period of use. Unfortunately, an owner wouldn't be aware that the RFID-resistant coating had failed until they realised their vehicle was gone.



A quality product like the £15 pouch from Trade Vehicle Locks (TVL) – available here – has been tested by TASSA and an independent accreditation house to last a minimum of 20,000 key insertion/removals – approximately 14 years if you use it twice a day.

Silver foil does work, but people have also used the oven, until this was forgotten and it was turned on...

If using an RFID key pouch, ensure you spend a little extra on a quality one.

- If a thief can't access your vehicle using a relay attack, it does not mean they'll then break into your home; this is very unlikely and there are plenty more cars and bikes available to steal.

Entry into the home is a more serious offence and carries much more risk for the criminal, but sadly it is a possibility, however remote. We'd recommend that while keeping your keys out of easy reach of an opportunist thief is important, they should be left accessible. Do not take them to bed with you.


Ultimately, your vehicle is insured, and if a criminal is willing to enter your home, the best advice is simply to allow them to take what they need and leave as soon as possible.

- It can take seconds for a keyless ignition fob to be generated by a crook – your OBD (On Board Diagnostics) port is always within 30cm of your steering wheel, and they're increasingly appearing on bikes.

It's been known for a valet cleaning service to process a key while the customer has a coffee. So impressed with how immaculate their car looks, the owner gladly signs up to the offered loyalty card scheme, registering their postcode at the same time. The crooks are now free to come to the address whenever they like with their own fresh keys.

- Don't leave paperwork in your car with your address on (and ensure it's not displayed in your sat-nav).
- Even if you don't have keyless ignition, if those with criminal intent have your key, they can very quickly clone it.
- Check if the keyless ignition option can be disabled on your vehicle – some allow it, so check your manual or ask your dealer.
- Use additional hard security – with bikes, you should use a heavy-duty chain where possible, secured to an immovable object like a ground anchor. You can read BikeSocial's in-depth tests of chains and locks here and garage security here. If you're securing a car, use a device like Disklok or even use one of your bike's U-locks if you have a spare, to tie the wheel to the door handle or another solid point in the car.
- Consider a tracker. If your bike or car is taken, a quality tracking device could alert you immediately, and is very likely to see the return of your vehicle, not to mention potentially lead to the conviction of the criminals. Read BikeSocial's tests of trackers here.

ALLIGATOR – 3 edition
INTELLIGENT CODE GRABBER



Device can unlock/lock the vehicle without using any pick tools.
You must only unlock/lock the vehicle with the original remote, the device will grab the signal and you will be able to open and close the car.
The device is intended for legal use only!!
IT WILL BE ON EACH OWN RESPONSIBILITY IN USING IT FOR ANY ILLEGAL REASON

Operation mode:

The device could grab also some models gates and garage doors openers (M House / DEA / VARIO / CAME / NOVA)
Models given here are mostly reported by our customers and can add more model coverage dependent on customer's feedback.

BUY NOW!

What's being done to beat the thieves?

OBD ports are a legal requirement on cars and now bikes, and manufacturers (and the police) have to work within the law, which means publishing details of the technology and how it works. But crooks don't worry about such niceties as legal process, and a cheap device can very quickly programme a new key through an OBD port, so manufacturers are working to lock down the ports when the vehicles are locked.

Organised groups of thieves will not hesitate to spend \$36,000 on relay equipment from Lebanon – freely available online – or \$8,000 on (for example) a Range Rover key programmer; thieves don't have the resource and budget constraints of our stretched police forces. A few vehicle manufacturers though have 'invested' in the kit, and some of the latest keyless ignition systems are evolving to be able to beat a relay attack.

The IAATI and vehicle manufacturers (not to mention Bennetts) notify companies like eBay when products that enable theft are listed for sale, but those that are removed are replaced by hundreds more. And many of the programmers and dongles that enable theft can be bought for as little as a few dollars from China.

The only chance of stopping these devices getting into the UK is with something that many people are against; European legislation. From programmers to scanners to relay equipment, none of this electronic kit is CE-approved, and as such shouldn't be seen on the shores of any country that conforms to European standards (as the UK will continue to after Brexit). The problem though will be how many of these packages can be checked by our stretched port authorities.

Contrary to popular culture, the police are working hard to combat this crime – albeit with reduced resource – and there's a lot more at their disposal than can be publicised. Social media would have you believe that the police don't care, and that they can't do anything, but officers around the country meet regularly with experts from across the globe to tackle vehicle cyber-crime and the Met police has already publicly shown that it WILL chase scooter suspects not wearing helmets, and it WILL perform a 'controlled takedown' where necessary.

But the best way to help prevent yourself from becoming a victim of crime is to use common sense, and to make sure that your vehicle – be it car or bike – is securely locked.

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

Tactical contact rules for police cleared up

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



The Independent Office for Police Conduct (IOPC) has issued updated guidance to help officers use tactical contact more safely during scooter pursuits, which means the rules are clearer when it comes to knocking criminals from stolen powered two-wheelers.

Scooter and moped-enabled crime has been most prevalent in the London area, but the guidance changes have been issued to all chief constables in England and Wales by the National Police Chiefs' Council's (NPCC) Lead for Police Pursuits.

The updated guidance acknowledges tactical contact as a legitimate use of force for appropriately trained police drivers where authorised – key in giving them the confidence to carry out their jobs without fear of prosecution. It also seeks to 'better support police officers in carrying out their assessment of the situation and risks posed'. The guidance covers issues like the use of alternative tactics, weighing up the severity of the suspected offence and the likelihood of causing injury to the riders, others and themselves. It also reinforces that the use of the tactic must be authorised.

"It's critical that police officers using their powers to detain suspected offenders have clear, unambiguous guidance to support them in carrying out their difficult roles," said IOPC interim Deputy Director General Jonathan Green, "and that the public have confidence that any dangerous situations created by police pursuits are brought to an end as swiftly as possible.

"A number of our recent investigations have identified learning highlighting the need to clarify when it is appropriate to use tactical stop powers, and this learning has helped inform the new guidance."

NPCC pursuits lead, Assistant Chief Constable Steve Barry said that "Offenders on mopeds and motorcycles who attempt to evade the police are making a choice that puts themselves and others at risk. The public expect us to intervene to keep them safe. Highly trained police drivers are tasked with weighing up the risks and deciding upon the most appropriate tactics in fast-paced circumstances."

Chief Superintendent Colin Wingrove, from the Met's Roads and Transport Policing Command, added that; "The MPS [Metropolitan Police Service] is committed to tackling moped-enabled and violent crime in London and the public rightly expect us to make London safer. We welcomed the opportunity to influence the development of new national guidance for our officers and staff who undertake pursuits by working with NPCC, IOPC and colleagues.

“The updated national-approved policing practice for pursuits aims to provide greater support for our highly-trained police drivers in making dynamic and spontaneous decisions to bring pursuits to a safe conclusion. The guidance also provides greater transparency and confidence for the public in the tactics police use when offenders seek to commit crime and avoid capture.

“Our aim is to reduce the risks posed to themselves and the public, and our officers who are placed in a difficult situation in bringing those offenders to justice and making London safer.”

Investigations into previous use of tactical contact

The IOPC’s proposals have been informed by learning from five investigations involving tactical contact with two-wheeled vehicles. Conduct issues did not feature in all of them, but they did highlight risks to police, riders and the public due to a gap in policy around use of the tactic...

- A misconduct meeting decided that a Metropolitan Police officer will receive management action following an incident in Erith where he used a police vehicle to halt a 17-year-old rider on a stolen moped. Tactical contact had been authorised. The teenager, who was not wearing a helmet, was knocked unconscious and sustained a fractured skull, fractured foot and eye socket in the incident in November 2017. The misconduct panel did not find misconduct proven in relation to the use of tactical contact but determined that the officer should receive formal management action around how his justification for using it had been presented. The IOPC investigation ended in January this year.

- The MPS agreed that an officer – who was not trained in Tactical Pursuit and Containment (TPAC) – should face a misconduct meeting over an incident in Ealing in March 2018 where he used a police car to stop a man on a motorcycle. Misconduct was not proven at the meeting and the panel agreed ‘No Further Action’ in relation to the use of tactical contact when not trained. The officer will undergo reflective practice/learning in relation to the writing of notes to justify use of force. The motorcycle had earlier been travelling at speeds of up to 80mph. The impact resulted in a broken leg for the motorcyclist when he collided with a lamp-post. The IOPC investigation ended in April this year.

- An IOPC investigation found police officers acted appropriately during a pursuit in Ruislip in February 2019 that ended when two teenagers were knocked from a moped after authorised tactical contact. The driver was uninjured but the 15-year-old passenger sustained serious facial injuries. Neither was wearing a helmet. The officer driving the police car was TPAC trained and other tactics to resolve the pursuit had proved unsuccessful. The investigation was completed in June.

- An MPS officer will face a misconduct meeting over tactical contact with a moped being ridden by a 14-year-old boy in Uxbridge in February 2018. The moped had mounted the pavement on a residential street. The police car was being driven by a TPAC trained officer. The boy sustained a broken leg in the incident. The investigation was completed in May this year.

- An IOPC investigation found tactical contact was used effectively to apprehend two men on a moped who had just robbed a woman pedestrian of her mobile phone after mounting the pavement in Hackney Road, east London on 21 June this year. There was no indication that the TPAC-trained police driver breached MPS policies. The IOPC found that the police driver proportionately and competently executed his duties, deploying an approved tactical technique to apprehend the suspects and to protect the public. The men, aged 18 and 20, have since received prison sentences for the offence.

Break Time

What is it?



Well-known British Bike



Iconic building in the UK

Dad Jokes for the month..

Did you know the first French fries weren't actually cooked in France? They were cooked in Greece.

The secret service isn't allowed to yell "Get down!" anymore when the president is about to be attacked. Now they have to yell "Donald, duck!"

<https://www.boredpanda.com>

A bottle of wine weighs exactly 120 ounces. Since the bottle itself weighs exactly twice as much as the wine, how much does the wine weigh?

A man and a boy who are walking together step out with their right feet first. The boy walks three paces while the man walks two. When will they both put their left foot forward together? Explain.

If seven people meet each other and each shakes hands only once with each other, how many handshakes will there have been?

Answers on page 49

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

Female bikers tackle the #ride5000miles challenge in style



It's been an action-packed summer of motorcycling for the dedicated female members of #R5K, with riders tackling big trips and achieving high-mileage.

Making up 10.1% of the 12,000-strong group, women have taken centre stage in 2019, sharing their amazing experiences, hints and tips and offering stacks of encouragement to all members.

Trisha Waugh, 54, from Chippenham, joined the group around a year ago, after starting riding two years ago.

She has piled on the miles aboard her trusty Honda CBF600, exploring local roads, touring Wales and even marshalling at this year's Isle of Man TT races.

"My sister and her husband have been riding for years. I thought she was mad for learning in her 50s, but now I'm like 'This is the way to go.'

"Then there's all the people you meet I'd never have gone to so many places and met so many amazing characters without being into bikes."



These sentiments are echoed by Angi Todd, 45, from Hinckley, who said: "Life is too short to think about it and sit back and not do what you want to do. If I can do it, anyone can."

"I wish I had done it years ago; I really do. I always said riding a bike was something I was going to do but when you have a family, bikes get side-lined."

Elsewhere, Louth-based delivery driver, Michelle Gardner, has been piling on a serious amount of miles, too, covering

35,000 in the last two years across four machines.

Speaking to MCN about her mammoth progress, she said: "I've been interested in bikes since I was a teenager, but due to health and family it's something that never happened.

"I decided to live one of my dreams and learn to ride a bike two years ago. At the time, I was suffering with anxiety and depression, but the biking community have been so helpful. Basically, it's completely changed my life."



By Dan Sutherland MCN

Built to race – Aermacchi

Written By Chris Pickering <https://www.influx.co.uk>



Designed for grand prix racing, this Aermacchi Harley Davidson Ala d'Oro lured its owner back onto the track for the first time in 40 years

The Aermacchi Harley Davidson Ala d'Oro is something of an enigma.

It's an Italian bike with an American name that was honed to perfection by a British importer. It's also a bike out of its time; one built with a highly-developed 350cc air-cooled single-cylinder engine at a time when Japanese multi-cylinder bikes were beginning to dominate grand prix racing.

Andy Webb's gorgeous 1969 example is one of just 13 built that year – all of which came to the UK via Syd Lawton of Lawton and Wilson. The Southampton firm acted as a tuning shop, customising the 'Lawton Aermacchis' to their owner's requirements and developing them for various forms of racing.



Unlike the road-going Ala Rossa, the Ala d'Oro was a pure track bike, weighing in at just 95kg and revving to more than 8,500rpm. The vast majority of the 74 examples built between 1967 and 1972 went to club-level racers, although a handful were raced by the factory, including one that came third in the 1968 350cc World Championship in the hands of Kelvin Carruthers.

The bike that you see here was supplied to Scottish racer Ronnie Niven in January 1970 for the princely sum of £757. He continued to race it until 1996, competing in four Isle of Man TTs and no less than 13 Manx Grands Prix along the way. His best result on the island was a 10th place in the 1982 Formula 3 TT, finishing in 1 hour 48 minutes 7.2 seconds and averaging 83.75 mph.

Current owner Andy came across the bike almost by accident. “We were on the lookout for an Aermacchi road bike for my wife when I spotted the ad for this one,” he recalls. “I knew I wanted it, but I didn’t have a clue what I’d do with it. I thought I might restore it as an ornament and put it in my conservatory.”

Despite dabbling in motorcycle racing as a teenager, Andy had spent most of the last 40-or-so years riding large tourers. The Aermacchi now sits beside half a dozen bikes, including two Harleys, a Ducati Darmah and a Motoconfort. Donning a pair of leathers again to compete on track simply didn’t feature in his original plans, but that would all change.



First of all, he had to get it running. A quick inspection when he bought the bike had revealed that it hadn’t run for many years. The engine wouldn’t turn over because the oil had congealed inside the crankcase and the gearbox was ceased solid. This was to prove just the start of his problems, but fortunately Andy, who runs an engineering business, had the skills to do most of the work himself.

It soon became apparent that he had something a little bit special. “When I took the gear cluster out I realised it had six ratios, which was a bit odd as it’s supposed to be a five-speed bike,” he recalls. After a bit of investigation, it transpired that the crankcase was one of a batch that had been copied from the works grand prix bikes. These had a different bearing arrangement that allowed them to run a six-speed gearbox. However, a number of the crankcases had been rejected following an issue with the machining process and it appeared that Andy’s had been part of the failed batch. Fortunately, he was able to borrow one of the correct crankcases to measure and use as a guide to re-machine his own. The result was that he now had a six-speed Grand Prix-spec crankcase.

Andy’s bike also benefited from a number of improvements, including an enlarged big end bearing, a much more aggressive cam, a shorter connecting rod with a revised cylinder barrel (to reduce inertia while maintaining the same stroke) and a grand prix-style exhaust. This all adds to the interest, but it also makes the Ala d’Oro something of a temperamental thoroughbred, Andy explains: “It’s an entirely hand built engine. Nothing fits off the shelf and everything has to be adjusted by hand.”





Following a complete mechanical restoration, Andy set about finding somewhere to run the bike. "I just wanted to say I'd done it, basically," he recalls. "But once I'd stripped it down and ridden it for the first time, I thought 'this is incredible'. I knew I had to find some way to use it."

Andy decided to have a go at sprinting. He ended up winning his class in the NSA's Southern Championship in 2017. It was around this time

that he came to know Dick Linton of the Classic Motorcycle Racing Club who had worked with Syd Lawton in-period.

"Dick said 'if you want to get that thing going properly you've got to take it out on the track. Go round some bends on it and see what it does'. I told him that I was too old and the bike was too loud, but Dick was having none of it and he persuaded me to sign up for a 'noisy' day at Donington," says Andy.

"There were so many emotions coming as I lined up in the pit lane. I never thought I'd get a pair of leathers on at my age, let alone ride around a track again. The first two or three laps were utterly terrifying. It's quite an intimidating circuit if you haven't ridden it before, particularly on a new bike. I managed to do five of the seven sessions then called it a day because it was so physically tiring. That inspired me to get fitter and since then I've lost four stone. I looked like the Michelin Man when I first did it. I've since done quite a few track days and got to know a lot of people with similar bikes."



The little 350cc single makes just under 40bhp at the crank. That doesn't sound like a great deal, but at half the weight of a modern superbike, it gives the Ala d'Oro sprightly performance. The fastest Andy has seen so far is 107mph on the runway at Dunsfold, but it's said to be good for over 120mph with the right gearing. "The first time I rode it I could have sworn it was a 500 rather than a 350," he says. "It pulls right from low revs and from about 6,000rpm it takes on a life of its own. It'll rip

past a Honda 400."

He starts the bike up in his back garden to give us a taste of what's involved. The starting procedure itself is somewhat unusual. Due to the use of a vertically-mounted carb on a horizontal engine you have to lean it over to the left hand side to fill the float chamber; this results in the carb flooding, which means you then need to start it straight away or roll it back onto the right side to stop the petrol running out. "How it's never caught fire I haven't got a clue. I always have a fire extinguisher next to it when I start it up," he notes.



There's no kick start, so Andy uses a homebuilt roller starter ("originally they would have been push started, but I'm too old to mess around with that," he jokes). What follows is spectacular. The Aermacchi coughs for a second then fires with a deep percussive sound that's like a single-cylinder moto crosser mixed with a pneumatic drill. It sounds quite unlike anything else. And that seems rather fitting for this machine.

Even when it was new, the Ala d'Oro was something of an oddity; the last of a dying breed. But thanks to Andy this one is now back on the track where it belongs.



BSB riders join the chase to ride 5000 miles

By Dan Sutherland MCN



Despite the thrill of racing bikes professionally, a number of British championship riders have been enjoying serious road miles this year, too.

"I just love motorbikes and even on a weekend off from racing, I'll go for a ride," BSB rider, Dan Linfoot, told MCN.

Having enjoyed a 2500-mile trip to the Austrian Grand Prix earlier this year aboard his own Triumph Street Triple RS, the BSB star can often be found riding with his Dad, who owns a 2008 Aprilia Tuono.



"We went to Germany and the Black Forest and we did the Stelvio Pass in the Alps," he added.

"We were lucky with the weather for six of the seven days away. When we got back to England it started raining and didn't stop until we got back to Yorkshire."

Another racer on the road is 2019 British Superstock champ, Richard Cooper, who covers big miles as a development rider, as well as commuting on his trusty 87,000 mile Honda CB500.

Riding on the road since 17, Cooper passed his Direct Access aged 21 and now rides daily.

"Riding on the road is a different mind-set to racing," he says. "It takes me 20 minutes to get ready in the morning with all of the Gore-Tex I need to wear.

"The way you dress is so different to racing. When I race, I want as much feel as possible, whereas riding to work, I'm just trying to stay warm and dry."

Another is former WSB race winner-turned sidecar ace, Chris Walker, who's owned road bikes throughout his career and now uses them to commute to his Grantham Indian and Kawasaki dealership and the occasional weekend blast.

"I love riding on the road," he says. "It's not exciting like racing but you're in the elements and it makes you feel alive.

"I've always wanted to ride to the Nürburgring and go around the track. I've raced on the short circuit but never the big circuit.

"If I was going to plan a trip for a big birthday, then that's what I'd really like to do."



Aston Martin Team Up With Brough Superior For Limited Edition Motorbike

By Ben Clarke MCN



Aston Martin and Brough Superior have announced that they will be unveiling a motorbike at the Eicma motorcycle show in Milan on Tuesday, November 5.

The luxury car maker will put their famous winged badge on a motorbike for the first time but the bike will be a 'strictly limited edition' run.

There's no word on what it will cost (if you have to ask, etc) but with Aston Martins costing as much as a house, and the 2018 Brough Superior SS100 costing £59,999, the collaboration between the two is likely to be eye-wateringly expensive.

But the brands are not giving much away at this stage, releasing a vaguely motorbike-shaped collection of black lines as a teaser image.



"This is a fascinating and very popular project for myself and my team," said Aston Martin's Chief Creative Officer, Marek Reichman.

"The opportunity to collaborate with Brough Superior has given us the chance to bring our own unique views on how beauty and engineering can combine to create a highly emotive piece of vehicle design."

Hear and now: The best headphones and intercoms for motorcycles

By Grant Elliott <https://www.bikesure.co.uk>

A good pair of headphones can really add to the experience of biking, but the choice can be bewildering. Join Bikesure as we take a trip through the wonderful world of portable audio and discover the best setup for bikers.

While a pair of standard headphones can probably do at a pinch, they're not usually designed to be loud enough to be heard over engine and wind noises. Mix in wrangling cables through helmet and jacket if you're wired up, and keeping earbuds in position if you're wireless, and the case for having a system specifically designed for motorcycles is pretty compelling.

It's not against the law to wear headphones while riding your bike in the UK, but if you're planning on using them abroad you should check the local laws, as there are plenty of places where it's illegal, such as France.

You can either buy kits to install in your helmet, or there's a growing number of manufacturers who make helmets with built in intercoms.

In terms of tech it's an exciting time for motorcycles as more manufacturers begin to include deeper smartphone integration with their products, for example the new connectivity being introduced into Triumph bikes soon.

Sena



Sena have a full range of helmets and Bluetooth systems, from relatively simple intercoms to slightly more complex systems with an HD camera built in.

Their complete helmet systems are probably the cheapest and most available smart helmets right now, with none of the uncertainty of investing in a kickstarter project. One thing to consider is, will it be simply increasing the volume as you go faster and increased wind and engine noise, as that could lead to hearing problems long term.

Autocom

It's always nice to support a British company, and the good news is Autocom's gear seems pretty good and they're designed to fit in any helmet. However, as with any of the brands on this list, you should probably try and find a dealer in the real world who'll let you try and fit it into your helmet before making any purchases.

It's a bit bare bones in terms of features, but one of the big advantages to Autocom's system is that its exterior control system is small and discreet, unlike some of the systems that insist on having a large box stuck on the side of your head.

Cardo systems

A good choice for groups, their top tier headsets are capable of maintaining connections with up to 15 others simultaneously. It's also possible to use it with different brands of intercom via Bluetooth, meaning you don't need to all be brand buddies. If you're just looking for a personal communication setup, or something to allow you to talk to your passenger, then there are cheaper versions too.



Interphone

An Italian brand, it does pretty much exactly the same as every other system but has large single function buttons rather than the double functionality jogwheel of the Cardo, for example. Like all these brands, you have to take the whole "max range 1 mile" with a pinch or two of salt. Because as with any small radio transmitter it will be affected by many factors, so in actual use the range will almost certainly be much less than advertised.

Eaos Slimbuds



These earphones have been designed by bikers and do seem to be pretty convincing. They've been made to be easy to wear underneath a helmet, and while the chin mounted mic will cause scratched chins at first, it makes a lot of sense and apparently works well enough. If anything it's suffering from first version problems, and any second iteration should iron them out. As it stands it's still a pretty decent solution right now.

Shure

One of the few non-specifically bike centric products that makes the list, Shure manufacture in-ear monitors designed for professional musicians so they know a bit about making themselves heard over background noise and staying in the ear without too much fuss. They also make consumer earphones with much the same tech as the pro gear, but at a fraction of the price. If you're looking for just earphones then you can't go far wrong with the pro-am option.



Ahead

Bit of a wildcard here as it's mostly a speaker rather than an intercom system, but if you're looking for a simpler setup, something to allow you to hear GPS instructions for example. The Analogue Plus Ahead is a bit of a bargain at around £50, depending on exchange and duty rates.

Event: Colombres Rally

The Classic Motorcycle Festival In Spain

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



© Ollie Rooke | Crowds line the streets as riders push their bikes to the limit



© Ollie Rooke | A rider lays down a soundtrack for the day in the paddocks



© Ollie Rooke | The Moto Guzzi Club GB were in town

Each year in mid-October the small sleepy village of Colombres, located just a short ride from the Picos de Europa, awakes to the rumbling exhausts of classic motorbikes. Ollie Rooke dropped by during his tour of the Cantabria region of Northern Spain. On the ferry to Santander, I'd been tipped off by members of the Mole Valley branch of the Moto Guzzi owners club (who were taking part themselves) about the Colombres Rally. A chance meeting at the top of a pass in the Picos mountains convinced me I should stop by and check out the nearby classic motorcycle festival. Camera in hand, it turned out to be a great decision.

The rally is run by MC Indianos and this time around hosted 150 pre-1988 bikes. Over the course of the week, from Monday to Friday, the classics and their riders are put through their paces with daily routes across the Picos. At the weekend, the action switches to classic hill climbing and motocross events.

Pulling into Colombres on Saturday morning it was clear the weekend was going to be a good one. Bikes lined the streets, spilling onto the pavements and even into the driveways of local residents, who seemed happy to accommodate.

Wandering down to the main square, the size of the event and the Spanish public's love for motorcycles soon becomes apparent. While just 150 bikes made up the rally and were given pride of place in the square, there must have been quadruple that parked in the surrounding streets. The crowds milled around the classics and the race tents checking out the bikes. Every so often the hubbub was broken by revving, as one of the race bikes was fired up or another classic rolled in.

After catching up with the Guzzi club and checking out the myriad of manufacturers and models on display, it was time to find a good spot for the afternoon's main event. The road had been closed off with hay-bales stacked at the corners and the hill-climb event was ready to go. The atmosphere



© Ollie Rooke | Bob's 1937 Royal Enfield, sporting a slightly scary



© Ollie Rooke | Unsurprisingly Bultaco was a well-represented



and the crowds lining the course were a testament to the Spanish love of all things racing, the turnout was seriously impressive.

There must have been at least 20 bikes competing, although sadly not all of them managed the fairly long course, with a handful limping home to the loudest cheers of the day. But the crowd was into it, and it was easy to be caught up in the fervour as bike after bike whizzed past.

As a bit of a newcomer to the sport the thing that struck me the most was simply the noise of the bikes as the course evened out for the final straight, and the speeds these guys were reaching. I'd had a blast up the route on Friday before it was closed, and it wasn't easy.

On Sunday, the final day of the rally, the showpiece was the classic motocross. Although the course lay outside the village, and directions weren't too well signposted, I followed my nose and the smell of two-stroke engines and, sure enough, found myself in the thick of the action again.

The beauty of the two events was how close you were to the action; perhaps in some cases a bit too close as a rider lost the rear end of his bike and I was showered in dirt and gravel. Once again the crowds were huge, the atmosphere was fantastic and the racing on display thoroughly entertaining.

As the rally wound down to a close and more of the spectators headed off (myself included) the core remained in the village square to celebrate another successful year.

The rally was reborn after the original meet moved to nearby Santander, not wanting to lose the event and the tourism that came with it local hotel owners decided to resurrect it. And herein lies the beauty of the rally, as an outsider joining in on the open days it felt friendly and open to all and hadn't become bogged down in the logistical troubles larger meets can have.

For anyone planning an October break in the Picos I'd highly recommend seeing if your plans coincide with the final weekend of the Colombres rally. It's a perfect day off from heavy riding and being just a stone's throw from the Picos or the ferry terminal it's hard to find an excuse to not stop by. Hats off to the organisers, the participants and the Mole Valley Guzzi club for bringing me in. Until next year!

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>

November/December Events-Not Club runs but may be of interest

An Audience With Peter Hickman And James Whitham - 6-8 November

6th November: Victoria Hall, Hardings Road, Keighley, BD21 3JN

7th November: The Spa Scarborough, South Street, Scarborough, YO11 2HD

8th November: The Point 4, Venns Lane, Hereford, HR1 1DT

Two-times TT winner and outright lap record holder on the Mountain Course, Peter Hickman is interviewed by fellow racing legend James Whitham on a mini-tour. There will be plenty of banter on tap as the racers tap into a wealth of racing stories and answer questions from the audience. Photo opportunities are also available.

Prices: Tickets from £25

<https://mjksportsevents.co.uk/an-audience-with-hickman-whitham/>

Skegness Beach Race - 10-11 November

Skegness Beach, Skegness, Lincolnshire, PE25 1JL

Amateur Motor Cross Association (AMCA) holds its coveted annual Beach Race in Skegness. This is one of the largest off-road events in the UK and hundreds of entrants flock to the resort every year to compete over three races in front of crowds in their thousands who line the beach.

Prices: Spectating is free, although there are car parking charges in the immediate area.

<https://www.magnavita.org/events/amca-skegness-beach-race/>

Remembrance Sunday Rides And Events Around The Country - 10 November

2018 marks the centenary of the end of the first world war, a poignant time for all who feel it is important to recognise the sacrifices made by those who lost their lives in the conflict.

Each year, bikers mark their respect by holding a ride out on remembrance Sunday for all those who lost their lives in conflict. The following events take place this year.

Brighton Mag Remembrance Day Ride

Madeira Cafe, 15-16 Madeira Dr, Brighton, BN2 1PS

Meet at 9.30am

All riders are welcome on this MAG (Motorcycle Action Group) ride from Brighton to the Remembrance Service that takes place at Newhaven Fort.

<http://www.mag-uk.org/en/eventslist>

Bikers & Public Remembrance Day

Newhaven Fort, Fort Road, Newhaven, East Sussex, BN9 9DS

A Remembrance Day Service officiated by the Bishop of Lewes for members of the motorcycle, scooter & trike community. The service will be preceded by an escorted ride in from Maderia Drive Brighton organised by MAG (above). The event is open to all and members of the public are welcome.

Free event

<https://www.facebook.com/events/301517720572894/>

Royal British Legion Riders Remembrance Service, Portsmouth

Portsmouth Naval War Memorial, Clarence Esplanade, Southsea, Hampshire, PO5 3NW

Gathers from 10 am

The Royal British Legion Riders Branch gather at Avenue de Caen, before the War Memorial and welcome all bikers to join them. Attendees can also take the opportunity to visit the D-Day Story exhibition. See also:

Portsmouth Ride Of Remembrance

Lakeside North Harbour, Western Road, Portsmouth, Hampshire, PO6 3EN

Departs 10 am, arriving at Southsea War Memorial at 10.30 am

An opportunity to ride in respect through this great military city before joining the main memorial service at Southsea. Like the event above, you can also take the opportunity to visit the nearby D-Day Story exhibition.

REMEMBRANCE RIDE SOUTHAMPTON

Sainsburys, Tollbar Way, Hedge End, Southampton, Hampshire SO30 2UH

Departs 9.30 am

A ride through the city to the Bargate Centre where riders will park up before walking through the park to the Cenotaph.

Surrey Chapter Remembrance Sunday Ride To Runnymede

Newlands Corner, Drove Rd, Albury, Guildford, Surrey, GU4 8SE

Departs 9.15 am

By popular demand, we will be returning to pay our respects with our friends at the Air Forces Memorial, Runnymede. They welcome our presence and enjoy our company. Meet at Newlands Corner at 9 am for a prompt 9.15am departure. We will take a leisurely ride avoiding the slippery bits to our second pick up point at Runnymede Pleasure Grounds Café (approx. 10.00am). We will then ride the last couple of miles to the Air Forces Memorial to park up, take our positions at 10.30am and be ready for the service that commences from 10.45am. After the service at the Air Forces Memorial those who wish to can make a choice of what to do next, you may wish to make your own arrangements for lunch in a local pub or cafe, and/or join the M25 Ring of Red Ride (see below)

<http://www.surreychapteruk.org/index.php?idPage=3&e=83>

Ring Of Red M25

Multiple start points. See website

Ride of Respect organises two events on Remembrance Sunday, one North and one South. In the South of England, riders wearing red ride around the M25, to form a huge 'poppy'. If you want to purchase an official Ring of Red shirt to wear on the day you are advised to order one from the website no later than the beginning of October.

Prices: Voluntary donations

<http://www.therideofrespect.co.uk/ring-of-red-m25>

Poppy Day Parade & Service + Military Vehicle Meet

Ace Cafe, Ace Corner, North Circular Road, Stonebridge London, NW10 7UD

The day starts at 9.am with a service at 11.am

Not strictly a bike meet, but open to bikers to attend, especially if you can't make it to the Ring of Red ride around the M25.

<https://london.acecafe.com/meets/>

Ride Of Remembrance X1

The Star & Garter, 4 Lower Richmond Road, Putney London, SW15 1JN

Two-minute silence at 11 am followed by the ride that departs at 11.30 am

London's biggest ride out of year, now in its 11th consecutive year, will start with a two minute silence at 11 AM along with a wreath laying service at the local War Memorial opposite at approximately 1130 we will leave to start our Ride Of Remembrance Journey to the War Memorial at Hyde Park Corner we will have our main Wreath lying service once the service has ended we will return to The Star and Garter pub.

facebook.com/events/2288950531119269/

Motorcycle Live - 16-24 November

NEC Exhibition Centre, Birmingham

The biggie billed as the UK's largest motorcycle show by the organiser. As well as an indoor track area offering ride experiences there are outside ride zones, so it's easy to find yourself on a bike. Stunt shows and displays, talks, bike builds, challenges and special exhibitions means Motorcycle Live always feels more special than the other big shows. All the manufacturers will be there plus masses of traders. A big day out all right.

Prices: Adults: £19.50, Kids 11-16: £1, Kids under 11: free

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

Malvern Classic Car & Bike Show - 24 November

Wye Halls and outside, Three Counties Showgrounds, Malvern

Not much to go on at the time of writing but expect Vintage and Classic displays, auto jumble and trade stalls.

Prices: Adults £7, Kids 7-14 £2.50. Kids under 7, free.



Southern Classic Off-Road & Racing Show And Motorcycle Jumble – 7th December

Kempton Park Racecourse, Middlesex

Finish the season in style at Kempton Park with a packed motorcycle autojumble and our off-road and racing show alongside! As ever, there will be a huge selection of jumble stalls and trade stands offering bargains on all sorts of motorcycle items and project bikes. Plus, for this special December event we welcome some beautiful machines from the off-road and racing worlds covering all the major disciplines. Among the many highlights will be Ted Davis' and Ernest Allen's famed Black Lightning/Watsonian sidecar outfit... and that's just for starters.

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

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

Santa's On A Bike (South West) – 7th December

Join thousands of other riders as we visit children's charities across the country to raise much-needed funds. This year we will be riding to the children's hospices at Charlton Farm in Bristol, Little Bridge House – Barnstaple and Little Harbour – St Austell as well as PARC Play and Resource Centre in Essex. This year there will also be a ride on the Isle of Man, in aid of and bringing some Christmas biker joy to Rebecca House children's hospice. All bikes, trikes and scooters are welcome to spread some Christmas cheer to those who deserve it the most.

Prices: Voluntary donation

<http://www.santasonabike.org.uk/>

Poundbury Christmas Motorcycle Show - 8 December

Queen Mother Square, Poundbury, Dorchester, Dorset DT1 3DD

From 10.30 am

A small but very welcome new collection of prestige and classic motorcycles including the promise of a few Broughs. If you have a bike you would like to display please contact the organisers via the Facebook Page (link below).

Prices: Free Entry – Donations to Dorset & Somerset Air Ambulance

<https://www.facebook.com/Poundbury-Motorcycle-Show-2170717346587659/>

Santa's On A Bike (Isle Of Man) - 14 December

10 AM TT Grandstand

Santa's On A Bike (Essex) -15 December

Check website for the Essex start point.

Santa's on a Bike are riding their sleighs beyond the South West. Following on from the Essex rides now the Isle of Man gets its own ride too, starting at the iconic TT Grandstand in Douglas. All bikes, trikes and scooters are welcome to spread some Christmas cheer to those who deserve it the most.

Prices: Voluntary donation

<http://www.santasonabike.org.uk/>

The 45th Plum Pudding Races - 26 December

Mallory Park Racing Circuit, Kirkby Mallory, Leicestershire, LE9 7QE

The annual Plus Pudding event is the only race meeting on the circuit calendar to feature two, three and four wheels. It's the ideal excuse for the whole family to get up off the sofa and away from those mince pies, because with fresh air and racing engines... it doesn't get much better!

Prices: Adults: £13, Concessions, £11, kids under 16 go free when accompanied by a full-paying adult

<https://www.malloryparkcircuit.com/event/plum-pudding-races/>

The Great Christmas Escape - 30 December

Burbidge's Bakery, 155 Weyhill Road, Andover, SP10 3BH

Registration open at 8.00am

Steve Burbidge hosts his annual charity guided trail riding event around Hampshire, Wiltshire and Salisbury Plain. The event starts from Burbidge's Bakery in Andover and will include a route of green roads heading west to Tilshead, where a bakery lunch graciously provided by the bakery will once again be available by kind permission of R.Hunt Ltd Agricultural Engineers. The ride will finish at the Bell Inn near Weyhill. Beneficiaries of this year's event will include Wiltshire TRF, an EVS 'blood bike' organisation and Andover Rotary Club.

Donation: £35, or free if you are prepared to lead a group of riders on a legal route of your creation.

<https://loveandover.com/event/the-great-christmas-escape-2018/>

Breaktime Answers:

What is it?



BSA 1969 Thunderbolt



The Liver Building

40 ounces.

Lateral Thinking:

Never. Every second cycle their right feet will go forward together, but never their left.

Twenty one.

Most people would think there were 43 handshakes, but when "a" shakes hands with "b", "b" has already shaken hands with "a" and need not to do it again.