



**🏍️ Southern Sporting
Motor Cycle Club**

CONTACT

April

2020

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Your Committee

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

No dates for this month

Editor's Comments

Welcome to April's Contact.

This is a very different Editor's Comments that I had planned. I was hoping to bring news of runs out and trips but unfortunately they have been cancelled. You will note that there are no events for your diary this month.

I know a few of you did manage to take a couple of rides earlier in the month in the lovely sunshine. I hope we have some nice weather to enjoy later in the year.

I was looking forward to the NW200 road racing that was to be in May, but this with other events has sensibly been cancelled or postponed until further notice. (There is always next year). I have removed the 'April and May events that are not club runs' and have instead included a list of events that have been cancelled or postponed that has been put together by MCN, obviously these are subject to change.

I have found some articles to put in this edition and most of you will have lots of time to read them hope you enjoy!

Please keep safe and well.



SSMCC Committee Minutes

Meeting Monday 9 March 2020 – 29 Mandeville Road, Shepperton, Middlesex TW17 0AL

In Attendance:

Chris Gorth (CG)	Chairman
Chris Booker (CB)	Treasurer
Ian Slater (IS)	Secretary
Heather Wallace (HW)	Social Secretary
Mick Wallace (MW)	Club Captain

Meeting started at: 19:55hrs

Apologies - Sharon Roberts, Steve Pearce

Minutes from the Last Meeting

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

Matters Arising

None

Correspondence

John Mason email advised that his mother had received no money for the garage hire since the training scheme had closed down and that based on accumulated weeks and the reduction of bikes as they got sold off, the amount that was owned to Mrs Mason was £180.

The committee members accepted the calculation agreed that CB should transfer the money to the account the JM has provided.

John also sent an email stating that the SSTS account money has been transferred out of this account to SSMCC and CB confirmed that £193.57 had arrived into the SSMCC account.

Steve Pearce has emailed to say that the Café by the amusements on Hayling Island (where we quite often visit at Christmas) has changed hands and a bit of support to build the business up would be welcome. Perhaps a Saturday run visit.

Club Secretary

Nothing to report. Members are 31 members which includes full and associate members and there are 13 Honorary members.

New Members

No new members.

Treasurer's Report

The Club account does include the money from the training scheme account. The TS petty cash is being held by CB, although he does need to find it.

CB also need to pay John Mason

Ian Slater advised that there is still another year to go for the training schemes money to remain 'ring fenced' should anything be suggested for it's use.

Whilst not all the monies is available to the club at the moment, a discussion took place as to what to do with some of it after the AGM 2021.

Social Secretary's Report

Heather has potentially diarised dates for social events for the club members.

First one in the diary is 4th April – Bowling at Airport Bowl. An email had been sent to the club members. Currently have Chris B, Chris G, Mick & me planning on going. Anne & Graeme Byard have said they would like to be there but needed to check. Would welcome others please.

I also have pencilled in the diary 2 May for Darts at the Adelaide, but I need to check availability at the pub.

Also Saturday 4th July was being considered for a Trivial Pursuit Night, which will be at the Wallace's, but also the Club BBQ could be done on that date too.

Other dates have been considered but will not publish them yet.

Editors Report

Assume that Articles to be in by 28 March 2020.

Sharon Roberts said she would like to mention that she will be submitting expenses for the copies of Contact that are sent to Ken Stone and Bill Casling.

She said she will have to work out the exact costs. Postage alone is about £36 a year, toner she will have to work out along with the paper. She needs to look at my toner statement though.

Committee advised Sharon to put in her expenses.

Captain's Report

MW has published a couple of runs

The Pioneer Run in two weeks' time & Hayling Island. Newt Café in May. Possible run to Ypres for a weekend, but this trip will be subject to how the Coronavirus impacts on travel.

Other trips, Calshott Castle and Boughton on the Water, which will take us up to August.

For information, the Pioneer Run will be on a slightly different route as the seafront will not be being used. Again this could be subject to changes because of Coronavirus and whether large gatherings are allowed.

Public Relations Officer's Report

Steve Pearce advised that the website had been updated with new club rules and committee positions.

March Contact uploaded.

Any Other Business

None

Fixtures

22 March – Pioneer Run

4 April – Bowling – Airport Bowl

19 April – Hayling Island

2 May – Darts – The Adelaide - TBC

The meeting closed at 20:45hrs

Next Committee meeting – The next meeting will be the 27th April at 3 Oakhill Gardens Oatlands Drive Walton on Thames KT13 9JP

2020 Northwest 200

2020 Northwest 200.

CANCELLED



As with previous years, planning started early as this is a very popular event – in 2019 the NW200 attracted 100,000 spectators.

Texts started going out October, the same time that I posted on the Facebook page to find out who would be interested. This year's event attracted 15 people wanting to go; club members were me Nicole, Scott, Sharon, Mike, Estelle, Matt, Jim, the other 8 are friends of mine.

Bookings were made just after the New Year. As it's so far away, I decided to book the Hotels and the Ferry with a free refund, in case someone could not make it. As Martyn is 70, we decided on a more leisurely ride up to Cairnryan. First stop would be Northwich, at a Premier Inn, nine rooms booked for 14 of us. The second leg to Dumfries, but the route I'd planned took in the Lake District, in particular, some of the "must ride roads" in several biker books, planned stop at The Filling Station, Keswick, then on to Dumfries – again a Premier Inn. This left a little 80-mile jaunt to Cairnryan for the ferry to Belfast on Monday.

Four caravans were booked in Blairs Caravan Park, Portrush. So, I paid the non-refundable fee of £3447.00 for the caravans for the week, as it's cheaper to book a week rather than just the 4 nights we needed for the practice and the racing days.

That's it, all done – just got to sit back and count the days down till departure.

As time went by, we all know what's coming - Coronavirus hits the world. Travel disruption everywhere – except to Northern Ireland, to start with anyway. Keeping a watchful eye on the Government website and the NW200 website, the event is still going ahead. Early March the Isle of Man TT is cancelled, and this is two weeks after the NW200!

18th March we hear that the NW200 has been postponed, not cancelled! But that's it – our trip is off.

All of the companies were easy to do all on-line, cancel the ferry bookings and Premier Inn bookings – just need to wait for the money to be refunded. Then we had to decide what to do about the caravans – as that is non-refundable, but we don't know when to reschedule for, at best would be May 2021 again for the NW200. I made the phone call and the lady took my details – ah, you are the large group, been with us before – Yes, I replied – we would like to offer you a refund. I was shocked, as their website was very clear – NO REFUNDS! Anyway, debit card number handed over and a full refund was issued, really helpful – especially now as money is very tight for a lot of people.

Gutted – but very thankful that we got our money back – So if you are interested in a little road trip next year – keep an eye on Facebook and Contact – as we will try again next year.

Steve Pearce.

Are Smart Motorways About To Be Improved?

The secretary of state's measures includes removing dynamic hard shoulders and speeding up the development of stopped vehicle detection



THE UK's network of beleaguered Smart Motorway network is to undergo a major overhaul after transport groups and road users have blasted the roads as unsafe.

Given the general feeling among drivers and riders in the UK, it will come as no surprise to most of you that the UK's network of Smart motorways is to be revised. The raft of changes has been drawn up after transport groups and the public has widely criticised the high-tech yet confusing new roadways.

The situation became so dire in fact, that the government halted all construction of any new roads in February this year, while a search for a remedy was sought.

How are Smart motorways going to change?

The changes laid out by Transport Secretary, Grant Schapps, include doing away with the largely hated 'Dynamic Hard Shoulder'. A system that would see the hard shoulder of the motorway used for traffic at busy times. The main with this is that it leaves a stranded vehicle nowhere to go and has been attributed to road deaths since its inception.

Another update will be speeding up the development of the stopped vehicle detection systems that were supposed to be implemented on the roads from the start. The systems notify Highways England of stranded vehicles, sending help and assistance and notifying other road users of the danger.

The distance between emergency stopping places is also set to be cut, reducing the distance between them to three-quarters of a mile. The new spacing should mean a vehicle travelling at motorway speeds should pass one every 45-seconds.

He also plans to commit £5m to help improve public information about Smart motorways, showing motorists how they work and what they should do in an emergency.

Planned changes to Smart motorways

- Abolishing the dynamic hard shoulder
- Stopped vehicle detection on all motorways
- Increasing traffic officer patrols
- An emergency stopping place every 3/4 of a mile
- Installing more emergency areas on the M25 smart motorways
- Making emergency areas more visible
- Installing more signs to direct motorists to emergency areas
- £5m to improve public information and awareness about smart motorways

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How Will The Budget Affect Bikers?

With the chancellor getting out his red briefcase again this spring, Visordown looks at how the latest budget will affect us motorcyclists.



With a major proportion of the chancellor, Rishi Sunak's budget being about helping to deal with the C-word (that's coronavirus by the way), you'd be forgiven for thinking that this week's budget had very little to do with bikes – but that isn't the case.

In fact, there is a lot of good news in Mr Sunak's red briefcase for motorcyclists and all road users alike.

Here are the main points that will affect you, I and all the motorcyclists in the UK.

The most regular activity that you undertake with your bike is filling the thing up with petrol – unless you have a fancy electric bike that is – and fuel duty is being frozen this year, for the tenth year in succession.

Next up, the government is pledging to invest heavily in the UK road network in a few different ways. One of these measures, which will be music to most rider's ears, is to invest £2.5 billion into fixing the potholes on UK roads. With the mild winters, most of the UK seems to be having, it'd be a good time to start plugging the gaps – literally – and getting the road network back to it being fit for purpose.

£27 billion is being set aside between now and 2025 to help improve some of the region's busiest transport links. The funding will go to both the enhancement and repair of the roads, as well as completely new projects nationwide. The lower Thames Crossing is to be turned into a six-lane tunnel and promises to be one of the biggest UK road projects of the century. There is also a tunnel to be built on the A303, alleviating some of the congestion around Stonehenge. The A66 Trans-Pennine and A46 trunk roads are also on the list to be improved.

Speaking of the improvements, transport secretary, Grant Schapps said:

“If we are to invest £27.4bn over the next five years on our strategic road network, it is crucial that we use this funding to improve the lives of all.

“That’s why a central principle in the development of this strategy was to create a road network that is safe, reliable and efficient for everyone – whether they are cyclists or drivers, passengers or pedestrians”.

The government is also pledging £533 million to extend Plug-in Grants for electric and ultra-low emissions vehicles to 2023. The move may make it a little easier, on the pocket at least, to switch from petrol power to electric-powered motorcycles. With the grant being extended until 2023 and the government setting aside another £500 million to help build fast-charging infrastructure in the UK, the future of electric motorcycles might seem a little easier to swallow in years to come.

The government has also called for evidence into Vehicle Excise Duty (VED aka Road Tax) and it looks like they would consider a move to a freer thinking approach to vehicle road tax. The system in mind and this hasn’t been implemented yet, is what the government are calling a more ‘granular’ system. And would see vehicles producing 129g/kg of carbon paying less than vehicles producing 130g/kg - currently the system bands vehicles together.

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Five Annoying Things Every Biker Does At Least Once

Riding a motorcycle is cool, end of and there is no getting away from that fact. But adding the human element into the equation of riding introduces the error factor which can quite often leave you feeling pretty annoyed.

We've done it and we're pretty sure each of you will have done one of these at least once!

5. To rain-suit or not to rain-suit

The Oxford definition of Sod's Law is: The fact that things tend to happen in just the way that you do not want. Like the morning you cast your eye over the weather app prior to your ride before you set off. With rain on the radar, you insert yourself into your crinkling suit and try to exit the house without sounding like an angry badger in a bin bag.

Now your family is awake, you're sweating like Vanessa Feltz on a treadmill and you set off riding in the lightest rain since sight rain began. Once the journey has begun in earnest and you're flapping like a parachute behind a drag bike, it's prime time for the rain will stop, the clouds to depart, and the sun to come out.

Of course, it's always worth noting that the opposite would happen had it been sunny at the start!



4. The curse of the post-pee trickle

Nature calls so it's off for a pee mid-ride. The trouble is though, you're wearing a one-piece leather suit, and the zip only comes as low as your bellybutton. To try your best to outwit your foe, you wait like a sniper after nature's call has passed. 30-seconds is up and now a minute has passed. All your mates are geared up and ready to ride.

You're sure that the danger zone is passed and that the feeling you've not felt for a very long time is being evaded again, you sly old dog you...

Walking back to your bike the smirk is wiped from your face by the dreaded drip.

I can only speak from the male perspective on this one – happy to take any advice from the fairer sex though!

3. The wayward earplug

This faux pas falls into the 'I should have taken more time' errors and is generally down to lack of concentration or somebody rushing you to get on the road. It never fails to surprise me how what seems like a perfectly snug fitting earplug can go from perfectly performing protection to annoying foam pinball in just a matter of minutes.





2. The strapless helmet

We've all done it! You head off and down the street from your house, giving the bike and your kit the once over. A quick tap at your pocket confirms your phone is in place and all is good with the world.

Heading out of town and onto the quicker roads, you kick on and then it hits – the unmistakable sound of your helmet strap banging on the outside of your lid like a barndoor in a hurricane. It's about now you'll

probably call yourself some unsavoury names, pull over and do it up. As you pull away, you'll try and convince yourself you're never going to do that again...

That's a lie you will.

1. It's all about the routine

Getting ready to ride is all about getting a routine and sticking to it. Just like a certain Mr Rossi does in MotoGP.

My routine is dead-set, every time and I never deviate from it – ever!

It goes like this:

Walk outside

Keys in the bike – start the engine

Gloves on

Realise my lid is still sat on the tank

Remove gloves

Put on lid

This is another that firmly sits into the 'I should have taken more time' error!



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You're Never Too Young To Start Motorcycle Touring

In the days of fast-moving social media, sound-bites and clickbait, it's often easy to forget the things we should really cherish – memories. If there's a single thing that we'd like people who love motorcycles to do it's to create memories, experiences and stories. No matter how young or old you are, two wheels can lead you somewhere, as bike-obsessed-kid-turned-epic-adventurer Gordon Stuart reveals.



Ever since I can remember, I wanted to ride a motorbike. Growing up, my Dad always had bikes in the garage and I started riding pillion from probably aged seven or eight. From my early teens, each May, I used to travel with my Dad on the 420 mile round trip to the BMF show in Peterborough, where I'd get to see all the latest models, sit on all the 125s wondering which would be mine, and spend weeks after reading cover-to-cover the glossy brochures I'd picked up at the show.

I loved the Friday morning fry-up we'd religiously eat before packing the bike on BMF weekend. I loved the purring 4-cylinder engine of my Dad's Honda Goldwing while we were doing up our helmets. I loved acceleration as we pulled out of our street onto the hill out of town. I loved the first stop at Ferrybridge, where we'd meet my Uncle and Cousin. And I loved the feeling pulling into Peterborough showground, surrounded by every kind of bike you could imagine. I loved bikes!

Fast forward almost a decade and I'm in the Verdon Canyon, South-East France, with two of my buddies, our 500cc commuter bikes loaded with camping equipment and cheap French beer. It was here I realised it wasn't just bikes that I loved, but it was travelling on a bike, my bike, and everything amazing that comes with it.

I'd completed my CBT on my 17th birthday, booked many months before. I was lucky enough to have a brand-new Suzuki Marauder 125cc waiting for me that Dad had kindly arranged for me as a very early 18th birthday present. I remember being utterly terrified when leaving the motorbike training centre, having passed my CBT. It took me about two-three weeks to gain the courage to take on right-hand turn junctions with confidence (I purposely took routes with as few right junctions as possible). I think I rode pretty much every day, determined to pass my test as soon as possible so I could start planning some adventures of my own.



Before long, it was BMF weekend. I'd passed my test, and I was about to take on my first 'big trip' riding. Its 410 miles over two days wasn't enough of a baptism of fire, I'd decided against my better judgement to have my mate come on the back. With only some cheap soft panniers and a backpack, it took us about six hours to ride the 210-mile journey to Peterborough. It was after

my first BMF weekend I realised two key points that would shape my motorbiking journey. Firstly, I wanted more than just weekend trips down the motorway, I wanted to go somewhere different and ride some fun roads. Secondly, I'd need a bigger bike to get me to those places.

The Marauder was kept for only a few months more before I hastily traded it in for a Yamaha Virago 535 (the cheapest 'big bike' I could find). The bike had countless issues which, as a 6th form student working 15 hours a week at a local supermarket, I could barely afford to keep running, let alone get another bike. I would spend the next two university years working many different jobs (barman, shop assistant, boating lake operative, gardener) to pull together enough money to get the bike I needed and go on a big trip. During this time, I'd also convinced my mate who'd travelled pillion to the BMF show with me, to do his bike test with a view to hitting the road somewhere.

While the idea to get away had always been a bit of a pipe dream, it took reality on a December night in the local pub. My friendship group from school were back together with folk returning from university / their jobs. The subject came around about doing a summer 'lads holiday' to Ibiza or Benidorm as a way to make sure we all stayed in touch. That really wasn't my bag, and for the price, I thought I'd be able to ride to Spain to meet them, and it would be more fun!

Before long we'd planned a group road trip, two bikes + two cars, across France and Spain. My saving went into overdrive as I still didn't have a bike capable of this kind of journey or the funds to pay for the ferry and petrol.

For my next bike, I got very lucky. I'd been looking for a 500cc twin, with some low-ish miles on, as a practical but affordable bike for my trip. I'd walked into a local dealership to find they didn't have any used bikes in my price range but had the last of a discontinued model that they'd heavily discounted to get it gone. Managing to somehow trade in my failing Virago, I paid less cash than most people hand over for a new sofa. Now I was a proud owner of a brand-new Kawasaki ER-5. Adding a Givi top box and the same soft panniers from my Marauder 125, I was ready to hit the road for the few weeks' road trip.

As often happens with plans made after a few beers in a pub (or I've now learnt, over decades of riding, most bike trips) as the days counted down to leave day so did the participants' list. Before long, there was only three of us left, and no car drivers. This was no longer a road trip but a bike trip!



Having a trio made our plans a little more flexible. Rather than any fixed route or destination, we planned to play it by ear. The plan was still France and Spain but with had no firm timings to follow. We booked a ferry to the continent and were ready to go.

The route we took on the trip wasn't that planned beforehand, but more of a day-by-day look at the map. We had a few big stops we wanted to make; my Dad's place in Central France, St Tropez, and the Verdon Canyon, but that was it. Looking back, we were wholly unprepared for the trip, but I think that's what made it such an adventure. In truth, none of the three of us had enough money for the trip, even though we planned to camp. We didn't have a breakdown cover or any real knowledge of motorcycle maintenance other than how to oil the chain. We didn't take any waterproofs, any tools, tyre bungs, or first aids kits. What we had on our side was enthusiasm, a real sense of adventure, and a map of France and Spain.

Over three-and-a-bit weeks we travelled South from Newcastle to Dover, crossing the channel to Calais. We visited some WW2 points of interest followed by a route South into Central France. We ticked off some cool roads and sights as we headed South such as the Millau Bridge. We ticked off St Tropez and headed North East to the Verdon Canyon then into the Swiss Alps and on into Germany. We took an unexpected stop off in Luxembourg (which is an amazing little city) before heading back into France, then Belgium, then back to Calais and home.

The trip wasn't without issue. In the South of France's July heat my engine lost power a few times (probably due to some dirt in my fuel). My mate's Honda NTV 650 wouldn't start when we tried to leave St Tropez, which was somehow solved by spending 2 hours trying and failing to remove the fuel tank to get to the starter motor and then the bike firing up no problem when we tried again.

We also had plenty of disagreements as a three in terms of route, stopping times, and which bike should take the lead and navigate, but overall it was a great group to be away with.



To anyone who is planning a first trip away, the idea is my story will give you the confidence to know that you don't need the newest bike, complete plans, all the know-how, or even a big group to getaway. An adventure is anything you want it to be, and for me, this first trip was the real start to some even more amazing trips that I've been on since, often solo, which I would never have imagined as that 19-year-old lad sitting in the pub back home.

Gordon Stuart Biker and Bike

Honda step back in time: New CB-F Concept takes the CB1000R back to the '80s

By Jordan Gibbons MCN



Honda have worked a little '80s magic on the CB1000R and brought us this: the CB-F Concept. It's based on the CB900F (the original – not the recent Hornet), which itself was attempting to capitalise on Honda's success with endurance racing.

Being a CB1000R based concept, the CB-F shares the same 998cc inline four that pumps out an impressive 141bhp. The motor itself is virtually untouched, however the machining on the side of the cylinders has been skipped so looks a bit more retro and it now breathes through a classic single-piece stainless end can.

Honda have also chucked the radiator shrouds, which aims to resemble the original machine as that was air-cooled. It also shares the same steel mainframe as the 1000, but the footrest hangers have been blacked out. The swingarm, wheels and suspension have also been lifted directly from the 1000. Where it get really exciting, though, is the bodywork.

The CB-F has a new, hand-crafted tank that closely resembles the style of the original 900. The subframe and side panels have also been specially created for this bike, echoing that close fit square-edged fairing style of the original machine.



There's also a custom one-piece seat unit, with two tone textures to ape the original machine and the lights are LED throughout.

This includes a halo style front light and a nifty tail light, while there are also double horns fitted to the yokes – a cute reminder of the popular '80s machine. The controls are the same although the grips are from Rizoma, while the dash is a simple TFT affair.

There's no word from Honda on the ultimate goal of this machine, although they've been heavy on the CB based concepts since the machine's inception.

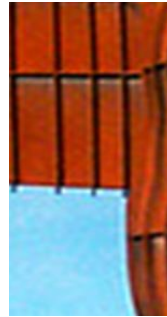
This is the first one from Japan however, with the CB4, Interceptor and Flat Tracker all previously coming from the Rome R&D Centre where the standard bike was designed. Could this mean there's something a bit '80s on the way to the showroom? Fingers crossed.

Break Time

What is it?



What iconic building is this?



Dad Joke of the month

What's the best part about living in Switzerland? I don't know, but the flag is a big plus.

Puzzle:



There are 3 doors in front of you. You have to go through one of them. Behind the first door, a fire is raging; behind the second one, a gunman lurks behind the third one, there is a lion that hasn't eaten in 3 years. Which door will you choose?

Explain the puzzle.

2 + 2 = fish
3 + 3 = eight
7 + 7 = triangle

Lateral Thinking:

How many times do the hour and minute hand cross each other in a twelve hour period? (start at 12:00 noon and count that as once)

#R5K member Mark Silcox gets reunited with his beloved Ducati 998S

after 11 years, following a serious racing accident

By Dan Sutherland MCN



For many, Ducati's 916 family are regarded as the most beautiful sportsbikes ever made, and it's the reason why 53-year-old Mark Silcox became the owner of a brand new 998S in 2002.

Purchased after leaving the RAF, the Welsh-born biker was bowled over by the bike's iconic styling, booming Testastretta engine and cutting-edge tech.

Tackling track days, weekend rides and even European tours, it was a bike he had lusted after since Massimo Tamburini's iconic original 916.

"It's everything I wanted and everything I still want," Mark told MCN. "I still look at it and think that's gorgeous; not just a beautiful bike, but a work of art. It set the standard and I always dreamed of having one."



After regularly covering 5000 miles a year, Mark's love affair with the Ducati was cut short on Saturday March 7, 2009, when he was involved in a horrific start-line accident at Brands Hatch while competing on a Suzuki SV650 minitwin.

"One of the riders behind me hit me and knocked me off and then I was told that three ran over me while I was on the floor," he explained. He was then airlifted from the circuit to the Royal London Hospital.

Sustaining a multitude of injuries, including a month in a coma, a broken collarbone, ribs, two punctured lungs and a near-amputated left foot, Mark eventually left the ward on Friday, August 13, 2010.

With his left foot now fused, Mark was unable to change gear so couldn't make his biking return. That was until 2013 when wife Alison discovered a company called Kliktronic, who produce a device that shifts gear via a bar-mounted unit.

After installing the Kliktronic on Alison's Ducati Monster 695, Mark was back on two wheels once again.

Four years later he decided it was time to change the system over to his beloved 998S, which hadn't turned a wheel since 2009 and needed to be fully recommissioned first. Around a year later, it was ready to go.

"When I was recovering I was thinking 'I've got one of the most beautiful bikes in the world and I might never ride it again. It was heart breaking," he said.

"My first ride on it after picking it up was over to Sportsbikeshop, in Boston, for their bike night, which was good. To me, it's beautiful and it just blends in. Anybody who's into their bikes will look at that and go 'yeah, that was the bike to have at one point.' Any biker with any sporting interest will know that bike.

"Never give up. Remember the dreams you had and if you're canny with your attitude and your money and your abilities, then you can still live it."



Will the Government's MOT extension affect vehicle tax or insurance?

MCN By Ben Clarke



Grant Shapps MP, the Secretary of State for Transport, has granted an MOT exemption of six months but only if your MOT expires after March 30.

All cars, vans and motorcycles which usually would require an MOT test will be exempted from needing a test from 30 March 2020. Vehicles must be kept in a roadworthy condition, and garages will remain open for essential repair work. Drivers can be prosecuted if driving unsafe vehicles.

"We must ensure those on the frontline of helping the nation combat Covid-19 are able to do so," said Mr Shapps.

"Allowing this temporary exemption from vehicle testing will enable vital services such as deliveries to continue, frontline workers to get to work, and people to get essential food and medicine.

"Safety is key, which is why garages will remain open for essential repair work."

Will the MOT extension affect my insurance, tax or breakdown cover?

In a word, no. What the Government has done is move the MOT due date of vehicles due to expire from March 30 back by six months. This means the MOT won't technically expire for those vehicles at all and they can be taxed as usual too. If in doubt, use the DVLA's checker service by putting in your registration to see if your new date is active.

In the same way, as far as the system is concerned, your car will have a valid MOT and so breakdown cover and insurance will be unaffected. Just keep in mind that you have a legal obligation to make -sure your vehicle is safe to be on the road.

The DfT has also made it clear that you must not drive to an MOT test centre if you are self- isolating because you have symptoms of coronavirus.

What the DVSA said before

The Driver and Vehicle Standards Agency (DVSA) updated their guidance for motorbike MOT tests during the Covid-19 pandemic on March 24. And if your MOT has already expired, that advice still stands. You cannot ride a motorbike without a valid MOT (unless you are on your way to a booked test) if the MOT has already expired.

"People should stay at home and avoid travel unless absolutely essential. The only reasons you should leave your house are set out in the government guidance," they said in a statement.

"The Department for Transport is urgently looking at MOT testing for cars, motorcycles and light vans in light of the current situation and will provide an update shortly. Annual tests for lorries, buses and trailers have already been suspended for up to 3 months."

This is an update on earlier guidance in which they said: "The Department for Transport continues to keep MOT testing for cars, motorcycles and light vans under review. It will provide an update in due course."

Garages are currently on the exemption list for businesses that must close following Prime Minister Boris Johnson's update on Monday, March 23. If in doubt, contact your local MOT test centre.

Advice is changing all the time throughout the Covid-19 pandemic and we'll keep this page up to date as the situation develops.

Riders fight plans to charge bikes to park in Hackney

By Jordan Gibbons MCN



Hackney council have proposed emissions-based charging permits for motorcycles that could see locals paying hundreds of pounds a year to continue riding their bikes.

It's currently free to park a bike in Hackney, however, if the new proposals go through, you'll have to pay to park regardless of whether you're a resident or a visitor.

The regulations are a minefield too – the vast majority of bikes will cost £61 for a permit but some older models could cost as much as £214 per year. Visiting the area works out at £4 a go for a visitor's pass, while all the free motorcycle bays are to be converted into shared use that will cost £2 to discourage all-day commuting.

"Hackney has a long history of motorcycling," says Andrew Almond of Bolt Motorcycles which sells coffee, motorcycle clothes and runs mechanics workshops in the borough. "Part of that is because Hackney is so poorly connected by public transport.

"I'm also worried it'll put people off shopping locally. Why ride your bike around the area when you could go to Tesco out of town and park for free?"

MotoDen on Kingsland Road is the only bike dealer left in Hackney and is one of London's biggest CBT providers.

"This will wreck our business," says owner George Dennison. "We've been here 20 years and have two bike parking bays outside that are essential.

"Two-wheelers are the solution but they're treating it like the problem. I don't understand why they're asking the same money as a car, when you can fit five or six bikes into the same sized space."

If the proposals are approved, it's feared the Hackney scheme could inspire other councils to follow suit.

"I understand that there's a lot of pressure to reduce emissions across London but the truth is that electric bikes aren't right for a lot of people yet," adds Dennison, owner of MotoDen, Hackney's only remaining bike dealer.

"Plus if the council continue with their plans, we won't be around in a few years for people to buy them when they are ready. It's so short sighted. I know it's just one London borough for now but it will quickly spread across the capital and then other cities will be next."

But bikers in London are planning a coordinated effort to reverse plans to charge bikes to park. Hackney council have opened up a consultation that could see riders paying as much as £214 per year to leave a bike on the street.

Visitors would have to pay £4 a day. The council claim that this is to bring motorcycles in line with cars while also encouraging people to switch to greener forms of transport but locals aren't convinced.

One local bike riding resident who wished to remain anonymous agrees: "I used to work in government and this just strikes me as a cynical way of raising funds. The ULEZ is soon to expand to include the area and it will cost £15 per day to ride a non-compliant bike, which is sure to get all the badly polluting machines off the road.

"If that's what the council's goal is, that will do it for them. If bikes are ULEZ compliant, then why bother charging at all?

"There are important questions that need to be raised such as 'how have they come to the conclusion this is the best way to reduce pollution?' and 'how will they measure the effectiveness of what they're doing?'"

Dennison thinks the knock-on economic effects could be huge: "I also have big concerns about who this will affect. We sell a lot of scooters to gig economy workers who live and work in the borough making deliveries on a moped.

"These guys simply won't be able to afford what the council is charging. Anyone who rides a two-wheeler needs to fight this tax."

If you want to respond to the Hackney consultation, visit tinyurl.com/rud4ylu.

How To Buy A Motorcycle Project You Will Actually Finish

Carole Nash - Content Writer

Lots of us buy restoration projects with the best of intentions to take that run-down, old, tatty and bargain purchase and make it as good as, or even better than new.



The truth is there are a number of reasons why so many of the bold ambitions become abandoned and forgotten projects that are ignored for a period of time before being sold on to the next bright eyed enthusiast, with just a tinge of shame as we hand over the keys and logbook.

It doesn't have to be like that though. We've pulled together a list of simple guidelines to enable you to pick out a project that you will be able to finish. You just have to choose the right one in the first place.

We're all faced with weeks and maybe months of staying at home as this country and the rest of the world attempts to fight the spread of the coronavirus COVID-19, so picking a project to restore could help tackle some of the boredom.

Being locked away at home doesn't have to be boring and as well as restoring an older motorcycle you can use the experience to learn new skills.



This might sound like simple advice but it's amazing how many people end up with a restoration project just because it was the first one they found, a mate gave it to them or they ended up bidding on something online that really wasn't the right thing for them.

The easiest projects to see through to the end involve the bikes that capture your imagination. Maybe it's the same model you learnt to ride on when you were a 16 or 17-year-old. Perhaps it's that bike you wish you had never sold, or the one you always wanted but never quite managed to own.

Just buying something because it's cheap really doesn't mean it will be finding a space in your heart that will keep the motivation going through the days when nothing appears to be going right.

Choosing a motorbike you have feelings about will ensure you have that first ride once it's completed in mind and this will keep you going.

Join an owner's forum or club

You are about to embark on a restoration journey but it is almost certain someone else has already travelled the same path; all you need to do is find them and ask to share their knowledge and online owner's groups and clubs are the best source of information.

It almost doesn't matter how rare your motorcycle or scooter project might be, there's almost certainly going to be an active owner's forum or Facebook group out there. Some of the knowledge out there is almost scary in the level of detail but as fellow enthusiasts they are almost always keen to help.

The network around these forums also stretches to include those who sell parts, offer upgrades and other services and expert mechanics who can help with tips. You may also find some previous restoration projects documented on YouTube.

No matter how skilled you are at working on motorcycles, there will almost certainly come a time when you will need to buy some parts; even if that is only an oil or air filter.

If you've chosen a bike that is so rare or so unusual or was only made in that variant for a very short period of time and it's older than 15 or so years old, finding parts can be tough.

Manufacturers do not have to keep making parts beyond about 15 year after the final year of production so you then fall back on enthusiast owner groups and the secondhand market; both of which can be awesome reserves of parts and information.

The rarer an example of motorbike you choose as your restoration project, the harder finding parts can be. Companies are still out there manufacturing parts for old Nortons and Triumphs, because there are still plenty out there and demand remains for parts. Try finding a replacement fairing for a Cagiva Freccia and you could well be embarking on a long, expensive and futile journey around Europe.

Just bear this in mind unless you really, really like a challenge or you can hand make parts at home.

Start simple

If you've never attempted a restoration before, kicking off with something reasonably simple in terms of the work needed, or the engineering involved can help make it more likely you will end up finishing the work.

Tackling something like a Honda C90 Super Cub or similar can help you learn some basics before moving onto a more complex project.

Don't choose a project with the intention of making money

The ratio of people who restore a motorbike with the intention of making money versus those who actually make any profit is massively skewed towards the former! Do it for fun and enjoyment and leave the profit making to the professional workshops out there.

There is a chance you can make some money but the reality is often that the work, time and parts that go into a restoration outweigh the end value of the restoration project. That said, try to avoid the commonly found 'money pit'.

Use professionals to do the bits that you can't

There are some elements of restoring motorcycles and scooters that are best left to experts unless you know you can do it well. Skills like spray painting may look like anyone can do them, but in reality, much like hairdressing, it's very easy to do, but much, much harder to do well.

The other side of spray painting is the amount of equipment you need to buy can be higher than it costs to get a few parts painted by an expert.

Don't buy anything that's stolen



This sounds like simple advice but imagine spending months working on a project only to find out when you come to tax and MOT the bike that it pings up as stolen. Perhaps disappointing doesn't quite cover that feeling...

An online check and advice can be found at the official government website

<https://www.gov.uk/checks-when-buying-a-used-car>

Make your workspace as pleasant as possible



A freezing cold garage is not the sort of environment that's going to entice you to get on with some work on a project so investing in some kind of heating and/or insulation can help make that work space much nicer.

Just be aware the costs of electricity used by a fan heater for long periods of time can be high.

Some floor covering including those clip-together rubber tiles or old carpet off cuts can take the cold concrete away from the soles of your shoes and keep you warmer for longer. Others will even work on their project indoors,

or in a conservatory. Oh, and make sure you've got some music to listen to as well, you'll be spending many hours on this project.

Learn to take a break

There will come a point in any restoration where a seized bolt will snap, a screwhead will round off or a part will be unavailable. Your spirits will drop, your motivation will evaporate and you will quite possibly utter some choice language. This is normal!

If you need a break from it to find some motivation again, set a period of time and vow to get back to it after a few days or a couple of weeks. Tell yourself you aren't going to be one of the people who lets it drag on for years!

QUICK TIPS:

Set a budget to buy and restore your project; and make sure you stick to it

Set a timescale that's achievable but also motivational to keep you busy

Buy tools as you need them to spread the cost

Don't be afraid to ask for help

Discover the benefits of heat, penetrating spray and the joy of a seized nut or bolt finally moving

Searching and buying for projects with a few drinks inside you can be disaster; remember don't drink and buy!

Remember, there is always someone who has taken on a bigger task than you!



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 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.

MCN advice: How Coronavirus is affecting motorbike events

By Gareth Evans



MCN is compiling a list of motorbike events that have been affected by the outbreak of Coronavirus. Check here before setting out or striking it off your calendar.

While most motorcycling events won't be taking place following the latest advice from the Government, many are moving to dates in the future and there are many more that are still in the planning stages. We'll attempt to publish the most up to date information here.

- Thailand MotoGP - March 20-22 - postponed, new date to be confirmed
- 81st Pioneer Run by Sunbeam Motor Cycle Club – March 22 – cancelled
- Gingers Easter Egg Weekend - March 27-29 - cancelled
- WSB Jerez - March 27-29 - postponed to October 23-25.
- Goodwood Members' Meeting - March 28-29 - postponed, new date to be confirmed.
- Darley Moor Road Race meeting - March 28-29 - cancelled.
- Penrith Autojumble - March 29 - postponed, new date to be confirmed.
- BSB test, Silverstone - April 1-2 - cancelled.
- VMCC Rider Experience Day at Curborough – April 4 – cancelled.
- CMA Leicester Easter Egg Run – April 4 – cancelled.
- Peterborough HOG Easter Egg Run – April 5 – cancelled.
- Nottinghamshire Motorcycle Easter Egg Run – April 5 – cancelled. Further information will follow as soon as possible regarding any contingency measures to deliver eggs already purchased.
- Squires Easter Egg Run – April 5 – cancelled.
- Festival of Power, Santa Pod - April 10-12 - postponed, new date to be confirmed.
- BSB Round 1, Silverstone - April 10-12 - postponed, new date to be confirmed.
- Le Mans 24-hour FIM Endurance World Championship - April 18-19 - postponed to August 29-30.
- Indian Motorcycle Flat Track Nationals - April 18-19 – cancelled.
- Yamaha Racing Experience, Misano - April 20-21 - cancelled.
- Stafford Classic Bike Show (and Bonhams Spring Stafford Sale) – April 24-26 – postponed until June 12-13 (Friday-Saturday) at Stafford County Showground.
- Royal Enfield One Ride - April 25-26 - postponed, new date to be confirmed.
- May 10-16 - NW200 - postponed, new date to be confirmed.
- The Quail Motorcycle Gathering – May 14-15 – postponed until next year, tickets on sale October.
- Devitt MCN Festival of Motorcycling - May 16-17 - postponed until September 19-20.
- Concorso d'Eleganza Villa d'Este - May 22-24 - postponed until October 16-18.
- Banbury Run VMCC - May 31 - postponed until August 16.

- Isle of Man TT - May 30 - June 13 - cancelled.
- Yamaha Racing Experience, Le Mans - June 25-26 - cancelled.
- Goodwood Festival of Speed - July 9-12 - postponed, new date to be confirmed.
- World Ducati Week - July 17, 18, 19 - cancelled.
- Malle Mile - 24-26 July - postponed to September 26.
- WSB Magny-Cours - 27-29 September - postponed to October 2-4 due to MotoGP clash.
- Oulton Park BSB - May 1-3 postponed. No new date yet set.
- Donington Park BSB - May 22-24 postponed. No new date yet set.

MotorSport Vision (MSV) has confirmed that as of 6pm on Monday, March 23, all circuit activity at its six venues will cease until the end of April. The decision comes following an earlier call to halt all motor racing activity until the same date, which has now been pushed back to the end of May, and will see Brands Hatch, Donington Park, Oulton Park, Snetterton, Cadwell Park and Bedford Autodrome terminate any further action.

Alongside all MSV tracks, Mallory Park, Anglesey, Pembrey, Thruxton and Knockhill have also confirmed that track action will be postponed, with Mallory, Pembrey and Thruxton holding off until May 1 at the earliest and Anglesey set to release further information soon. Knockhill closed its doors on Sunday, March 22 for an initial period of two weeks.

Alongside traditional track days, it was also announced earlier today that the Donington Park-based Ron Haslam Race School will suspend all activity until further notice.

Breaktime Answers:

What is it?



1981 Laverda 1000 RGA Jota

What building is it?



The Angel of The North

Puzzle:

Lions can survive for 1-2 weeks without food. If it's been 3 years since the animal's last meal, it is probably long dead. The door with the lion behind it will be the safest option.

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Stack the 1st number with the 2nd number flipped backward.

$$2 + \text{S} = \mathbf{8}$$

$$3 + \text{E} = \mathbf{8}$$

$$7 + \text{T} = \mathbf{V}$$

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Lateral Thinking:

They will cross each other eleven times as indicated at the times below.

1). 12:00 2). 1:05 3). 2:10 4). 3:16 5). 4:21 6). 5:27 7). 6:32 8). 7:38 9). 8:43 10). 9:49 11). 10:54.

You cannot count 12:00 twice.