



**Southern Sporting
Motor Cycle Club**

CONTACT

**August
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

7th – 9th August 2020 BSB at Donnington – please check press for updates before travelling.

Editor's Comments

August is upon us and we have had some pretty wet weather here in Wales.

There hasn't been much opportunity to be out and about on 2 wheels. A problem when you are a fair-weather biker. But I will hopefully be out and about in August.

Good news for Captain Tom. I think through the peoples voice he has received a well-deserved medal. Details are on page 5

There is a run being held in memory of Harry Dunn for the 1st anniversary of his death. This is on the evening of Thursday 27th August. Details of this are on page 14

There is an interesting article on page 7 in relation to motorcycle noise in Germany. This is in relation to a previous article in the July issue. Although this is taking place in Germany, I think it may be worth keeping an eye on to see how the UK will react.

We have an event on the calendar this month. The BSB Championship will be going ahead at Donington on the 7th – 9th August but I would advise that you check the MSV website before travelling in case of change.

I have done a fun article on for your furry friends on page 10 and yes you really can buy these things!



Captain Sir Tom Moore has received a knighthood from Queen Elizabeth II at Windsor Castle



Picture Source GETTY Images

The 100-year-old Army Captain who has raised millions of pounds for the NHS charities during the Coronavirus Pandemic has received a Knighthood from Queen Elizabeth II. The 3pm ceremony took place at the Castle Quadrangle in brilliant summer sunshine, and they spent around five minutes in conversation.

Captain Tom Moore has been knighted outside the usual timescale for knighthoods and also at a time when the pandemic has stopped all other awards being presented for the foreseeable future. He was joined by family members daughter Hannah Ingram, son-in-law Colin Ingram, grandson Benji and granddaughter Georgia

Due to popular demand from the public, the nomination for the knighthood was placed by Prime Minister Boris Johnson.

Round-Table Discussion of German Motorcyclists' Associations with Federal Transport Minister Scheuer

FEMA



Biker Union e.V. reports on the round table discussion of motorcyclists' associations Biker Union e.V. (BU) and Bundesverband der Motorradfahrer e.V. (BVDM), both FEMA members, with the German Federal Transport Minister Andreas Scheuer on 21 July 2020. Biker Union states that it is committed to make the debate on motorcycle noise more relevant.

At the invitation of Federal Transport Minister Andreas Scheuer, representatives of the motorcyclists' associations and the motorcycle industry met on 21 July 2020 for a round table discussion at the Minister's headquarters in Berlin. The occasion was the "Federal Council resolution on the effective reduction and control of motorcycle noise", which more than



100,000 riders of powered two-wheelers had protested in recent weeks in many German cities with for all surprisingly large motorcycle demonstrations.

At the beginning of the discussion, Transport Minister Scheuer once again spoke out clearly against driving bans on motorcycles on Sundays and public holidays and also made it clear that he did not plan to extend existing regulations to block individual routes only for powered two-wheelers. In the Minister's view, the current legal basis is sufficient to protect residents from noise nuisances caused by illegally manipulated vehicles, even on busy motorcycle routes. It is the responsibility of the states to apply them with the necessary consistency. For him, powered two-wheelers are an important means to ensure individual mobility.

Campaign against motorcyclists

"Over the last few weeks, we have seen a real campaign in the media and the public against riders of powered two-wheelers", Rolf "Hilton" Frieling, chairman of

Biker Union said after the meeting “Powered two-wheelers were repeatedly portrayed as noisy fun vehicles in connection with the Federal Council decision. We are very grateful that, despite public pressure, the Minister has remained in his ministry’s previous position on noise pollution from illegally modified motorcycles.”



“However, I was rather shocked that the Federal

Council’s (Bunderrat) decision was taken by 13 votes in favour, two against and one abstention,” Frieling added. “Because that means that 13 state governments with their most diverse government coalitions have lost their grip on reality. Lack of concern for the residents on busy motorcycle routes is, in our view, not a cavalier offence either. The Bundesrat’s list of demands, however, is pure populism.”

“On the one hand, the catalogue of demands contains unrealistic proposals which, even if implemented tomorrow, would not solve the problem at all. It also calls for tightening up the legal framework, which is already in force. Obviously, it’s not about the matter, it’s about cheap propaganda against about 6.2 million owners of powered two-wheelers who adhere to the rules that apply.”

Prejudice



“Prejudice and a lack of expertise often lead to the lack of appreciation for the advantages of powered two-wheelers, but also their specific needs in politics and in the authorities,” said Tedy Bach, BU board member and the second BU representative at the meeting. “As a comparatively environmentally friendly means of transport, they could solve many of our mobility problems, especially in the corona age. This is also the view of Minister Scheuer, who at the end of last year, against strong opposition from the usual concerns, implemented a long-standing demand of the riders’ associations of the MID Motorrad Initiative Motorrad e.V., namely the extension of the car driving licence to mopeds and scooters up to 125 cc under certain conditions.”

“In the discussion with Minister Scheuer, we agreed that riders’ associations, industry and the ministry will prepare a joint strategy paper for the further development of two-wheeled mobility as an integral part of a comprehensive mobility concept, which should also include a fair balance of interests between residents and motorcyclists on busy motorcycle routes. At the

end of the motorcycle season, there will be another round-table discussion with the Federal Transport Minister,” says Bach.

Biker Union let also know, that on 16 July 2020, after earlier discussions in September 2019 with the mayor of Abtsgmünd, they also spoke with representatives of six local communities in the state of Baden-Württemberg to discuss the complaints about noise and speed. During this meeting, Biker Union explained why certain proposed measures would not lead to a solution or are already regulated. In May 2021 a kick-off event will be organized in Abtsgmünd to alert motorcyclists to the problems that are caused by noise annoyance and speeding. Biker Union hopes to solve these problems by cooperating with all stakeholders.

The links to the full articles (in German) can be found here: [Zu Gast bei Bundesverkehrs Minister Andreas Scheuer, Kooperation statt Konfrontation beim Thema “Motorradlärm”](#)

Text: Biker Union e.V., translation and editing Dolf Willigers; photos: top photo: R. Schedl, KTM; BMVI (Bundesministerium für Verkehr und digitale Infrastruktur, Federal Ministry of Transport and digital Infrastructure); photo road signs: Biker Union

London Lags Behind: New Bike Theft Figures Show Capital Is Twice as Bad as Other Hotspots

By Ben Clarke MCN



The number of bikes being stolen dropped slightly across England, Wales and Northern Ireland during 2019 according to the latest annual report compiled by the Motorcycle Action Group.

The report says that data taken from the Police National Computer shows that an average of 19 bikes were stolen per 1000 registrations in 2019, compared to 22 per 1000 the year before. MAG also made Freedom of Information (FOI) requests to each force area in the UK and the best performing areas were found to be North Yorkshire, Dyfed-Powys and West Mercia each with a score of three bikes stolen per 1000 registrations.

London still ranks as the worst area with a score of 87 per 1000. That equates to one in every 12 bikes on the road in the capital and is almost twice the theft rate of the next worst performer (West Yorkshire).

Meanwhile, MAG have questioned the accuracy of the data given by the Met in the FOI requests. MAG analysed the force's 2018 vehicle theft reports and found that the number of stolen bikes was actually 15% higher than the number returned in the FOI response.

"The accuracy of entries for make and model is poor," said the report's author Colin Brown. "Just one example was a Yamaha YS125 being recorded with Ford as the manufacturer.

"Obviously Ford don't make motorcycles. Interrogating the theft entries for motorcycle thefts, all Fords would be filtered out from a search. Errors like this thus lead to an under-reporting of motorcycle thefts."

The Met Police were unable to provide a comment to MCN.

This year, MAG received responses from all but six forces. Those who didn't supply data were Greater Manchester Police, Hampshire Police, Police Scotland, South Wales Police, Thames Valley Police and Wiltshire Police.

Brown added that pressure on secure parking facilities for bikes and scooters in Britain's towns and cities was risking a crime epidemic as people start to return to the commute post-Covid.

He said: "We can implore owners to lock their bikes, but without the secure parking facilities, owners will face far greater issues with securing their motorcycles than before.

A travelling Buddy

Having been just a little lonely and missing Scooby after he passed away last year (at the ripe old age of 15 ish) I have been missing not having the sound of trotting feet around the house. So, I took it upon myself to adopt a little doggo called Raymond!

Now, nice though it is, we decided he didn't look at all like a Raymond, but more an Otis. So, please meet Otis.



He is, we believe, a cross between a German Shepherd and some sort of terrier, a Heinz 57 if you like, and yes, he is quite big. He's from Romania.

I applied to adopt 6 different dogs, the process is time consuming as you are put in a list of possible families that can rescue a particular dog but it's a first come first served basis so, you may have to wait a while to be successful in actually adopting one.

It got me thinking how and if I were able to take Otis out and about on my motorcycle when I go traveling. So, I did some research and managed to find motorcycle transport carriers for dogs.

How would my buddy have to dress?

I think he would definitely need something to protect his eyes from all those bugs and stones that might fly up. I think he would look kind of cute too. These goggles are cheap, just over a tenner. They are windproof, dust proof and 'not fragile'. Maybe the way to go. I think a nice scarf to keep him warm too. Then we have to consider his safety in an accident.



Image courtesy of Amazon



Image courtesy of Piklist



Image courtesy of Amazon



Image courtesy of Amazon

Ok, so I have sorted his attire, just leaves the transport options!

This is the Saddlemen Pet Voyager. It's great carrier for dogs with a food and water compartment, lead attachments so your dog can travel with the wind in its hair! It is padded so your little pooch will be in comfort. It has detachable backpack straps so you can carry little pooch around with you when you reach your destination, not saying I would be able to do that with Otis, he is as tall as me! It has 2 attachment options, a seat attachment or sissy bar attachment. Price wise it comes in at over £160 and measures 18.2 x 16 x 15.8 inches.



Image courtesy of Amazon

Which means that unfortunately, no good for my little doggo.



Image courtesy of Amazon

Next, I found this retro carrier. The Upet Innovative Bubble Carrier. Apparently, this is ideal for skittish dogs and has a 'bubble' that allows your dog to see out.

This one also has backpack straps, but I think due to its size would probably be more suited to a cat or even kitten. It comes in at 34 x 33 x 42.9 cm which is about 12 x 12 x 15 inches.

As Otis is more the size of a small lion, the cat transporter won't be of much use.

Price wise it can be purchased for around £100.

If you would prefer a hard case for your pet which may in fact provide a safer ride should something happen, there is this carrier. It may be safe, but I think I would probably find people trying to recycle their rubbish as it does look a little like a recycling bin. (I'm sure the dog would enjoy the snacks too!) Alas though, this would just about be big enough for Otis' head at just over a foot square.

Price wise, I think it is very expensive for a recycling bin.



Image courtesy of Amazon

There are many travel carriers that will fit on your motorcycle and many pack packs specially built so you can take your best friend with you. However, I think I will have to resign myself to the idea that he may have to stay home.

Unless I can persuade Mike to get me one of these!



Image courtesy of Piklist

Motorway roadworks speed limit increased in England

By Ben Clarke MCN



Highways England have announced that the speed limit for motorway roadworks will be increased from 50mph to 60mph where it is safe to do so.

The decision was taken after lengthy trials and research into the effect a higher speed limit would have on safety.

"All of our research shows that road users benefit from 60mph limits in roadworks," said Highways England Chief Executive, Jim O'Sullivan. "They have shorter journey times and feel safe.

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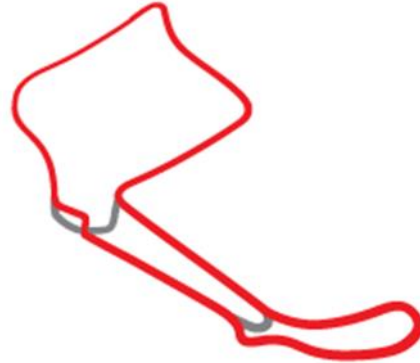
"All of our research shows that road users benefit from 60mph limits in roadworks," said Highways England Chief Executive, Jim O'Sullivan. "They have shorter journey times and feel safe.

Break Time

What Bike is This?



Which UK Racetrack is this?



Dad Joke of the month

I bought some shoes from a drug dealer. I don't know what he laced them with, but I was tripping all day!

Lateral Thinking:

Tubular Torture

A woman enters a large metal tube and is overcome with fear. She clenches her husband's hand tightly and is visibly shaken. Her husband gently rubs her shoulders but is otherwise unaffected. Within hours the woman's husband tells her that it's time to go and the torment ends. What happened to this woman?

Harry Dunn Update: Immunity Loophole Closed

By Jordan Gibbons MCN



Image Courtesy of Motorcycle Action Group

The loophole that allowed the woman charged with Harry Dunn's death to leave the country is to be closed, the government has announced. The US Secretary of State, Mike Pompeo, has been in the UK and met with officials from the UK government, including the Foreign Secretary, Dominic Raab.

Anne Sacoolas, the wife of a CIA agent working at RAF Croughton, was allowed to return to the US after claiming diplomatic immunity following the death of teenage motorcyclist Harry Dunn. She has subsequently been charged with causing death by dangerous driving, however the American government have twice refused to permit extradition proceedings.

Sacoolas was able to leave after the US government claimed she had diplomatic immunity, despite an existing treaty waiving diplomatic immunity for those at the base. However, the treaty makes no reference to dependents, leading to disagreements as to whether she had diplomatic immunity or not.

In a written statement to parliament, Raab said: "We have secured the agreement of the US, so that the Croughton arrangements could not in future be used in the same way as in the tragic case of Harry Dunn. These changes took effect by way of an exchange of notes on 20 July."

He also added that the American base has agreed to providing driver training for newly stationed personnel, as well as an increase in signage to remind people to drive on the left.

Plain-Clothed Officers to Be Armed With Anti-Theft Spray

By Ben Clarke MCN



Officers working as part of Operation Swift in Northumberland have been given a boost in their battle against theft and anti-social riding in the district. Plain clothed officers now have DNA spray canisters to tag offenders and the bike they are riding with a uniquely coded UV solution. This can later be used as evidence to prove the suspect was involved in a specific crime and tie them to any vehicle used. The technique has already been used successfully in neighbouring South Shields, Gateshead and Newcastle. Investigations have revealed that many of the bikes being used illegally on the streets, pavements and parks of Northumberland are stolen.

"We know this type criminality can be of huge concern and I want to reassure the public that we do take it seriously," said Neighbourhood Inspector Neil Hall, one of the officers overseeing the operation.

"We have spoken to members of the community on this particular issue and are committed to working with partners to ensure anybody who does flout the law and brings misery to our residents is appropriately dealt with.

"There may be some who think these are just bored teenagers who have nowhere suitable to ride their motorcycles, but that is not always the case. Many of the individuals have been involved in serious offences and a lot of the machines are actually stolen.

"That's why we are committed to taking a proactive approach in tackling this with plain-clothed and uniformed officers regularly on patrol in identified hotspot areas. The spray is a fantastic piece of kit which has already proved to be effective elsewhere."

Last year, Northumbria Police launched Operation Benelli, a specialist taskforce who review every crime where a motorcycle has been used to commit an offence or where a motorcycle has been stolen. It has had a number of successes with hundreds of stolen bikes seized, dozens arrested and a number of convictions.

They will be working alongside neighbourhood teams across the Force to tackle this type of crime and target patrols where they find patterns of criminality. Officers are keen to keep the momentum going and stamp out the problem all together.

Insp Hall added: "DNA spray is just one of our methods. We will also be looking at preventive measures including engaging with those involved to educate them."

BMW Unveils 2021 Model Tweaks

By Ben Purvis Bennetts



It's fair to say that 2020 has been a pretty disastrous year – so it's good to see BMW is already looking to get it over and done with by unveiling the first of its revised 2021 models.



We're going to have to wait another couple of months to see the firm's major updates and all new models, including the next-generation S1000R and further additions to the R18 range, but here are the bikes that will carry over to next year with minor updates and new colours.

First up we've got the R1200RS. To comply with EU rules, the 2021 model is confirmed to be Euro5 certified, although it doesn't appear that BMW needed to change the modern, ShiftCam boxer engine to achieve the certification.

Visual changes include a new matt black frame for the 'Austin Yellow' colour scheme, while the current 'Option 719 Stardust' paint is dropped.

Also gone is the ability to disengage the ABS, not that you're ever likely to have wanted to, while the options list is increased with a selection of new parts and technology.

Extra-cost add-ons for 2021 include a revised 'Driving Modes Pro' with engine brake control and a collection of 'Option 719' milled bolt-on parts in different finishes. Meanwhile the old 'HP' milled parts and Option 719 seat are gone, while a 'Sports silencer' option replaces the previous 'HP' version.

Its sibling, the unfaired R1250R, gets much the same set of changes. Again, the switchable ABS is gone and Euro5 compliance comes in, with tweaks to the 'Option 719' packages as 'HP' milled components are dropped and a variety of other milled and anodised bolt-ons are introduced.

A new 'Mineral Grey metallic' paint option is also introduced while the old 'Pollux metallic matt' and 'Option 719 Stardust' schemes are dropped.





Over at the touring end of BMW's range, the big news later this year will be the introduction of radar-assisted cruise control but while we're still waiting for that to be shown BMW has unveiled tweaks to the K1600GT, K1600GTL, K1600B and K1600 Grand America.

The K1600GT gains new 'Mineral White' paint while 'Stardust metallic' and 'Blueplanet metallic/Ivory' are dropped. On the spec front it gets standard reversing assistance and adaptive cornering lights, plus standard tyre pressure monitors and DRLs. New options include engine bars and an expanded touring package including both the engine bars and LED auxiliary lights.

The K1600GTL gains new 'Manhattan metallic' (a bronzy brown) and 'Option 719 Mineral White' paint schemes, while 'Pollux metallic' (green), 'Stardust' and 'Blueplanet/Ivory' are dropped.

Like the GT, it gets a reversing aid as standard, adaptive cornering lights, tyre pressure monitors and DRLs, plus the option of engine protection bars that are now also included in the comfort package.



The K1600B bagger's tweaks largely mirror those on the K1600GT and GTL – including the standard tyre pressure monitor, DRLs, reversing air and adaptive lights. LED auxiliary lights and engine bars are new optional parts.

It's also offered with a tweaked touring pack including the said LED lights and engine bars, along with an audio system and running boards.

The comfort pack now includes Shift Assistant Pro quick-shifter, keyless start, central locking and an alarm. A new 'Mars Red' colour replaces the old 'Imperial Blue'.

The K1600 Grand America's changes mirror those to the K1600B, including the same new colour options.

At the sportiest end of BMW's range, the S1000RR gets two new colours – 'Black storm metallic' and 'Racing Red non-metallic' – and official Euro5 approval, albeit without changes to the engine.

New options include a sports silencer, an 'M' titanium exhaust system, and 'M' milled parts including levers, lever protectors and footrests.

Sticking to the 'M' theme, the options catalogue includes a 'Sports package' with 'M Endurance chain' and GPS lap trigger. A USB charging port is another new option.





The S1000XR might be a new model for 2020, but it also gets tweaks for 2021 including new white/red/blue colours for the 'Sport Style' version, which also gets a titanium sports silencer, M Endurance chain, sport windscreen and lap timer.

The titanium silencer is also added as a standalone option, along with an expanded tour pack including a USB port and a new luggage rack with integrated brackets for either the 30l or 49l top box.

Like the S1000RR it also benefits from new 'M' milled parts options including levers, engine protectors and pegs.

MCN Fleet: What's New on The Honda Africa Twin?

By Richard Newland MCN



It's been a strange few months, dominated by our news feeds and limitations on our freedom of movement. For me, it's been the most riding-devoid period of the last 25 years, and I've not enjoyed it. But since England's rules started to relax, I've taken every opportunity to get out for a ride – both on my own bikes, and the mighty AT.

It's been euphoric getting out again, even if we're still a long way from everything being close to 'normal' again. So, what's happened over the last two weeks and almost 1200 miles?
4356 miles

When the lockdown smacked us firmly in our freedom and MCN decamped to our home offices, spare bedrooms, dining room tables and workshops (which we're still inhabiting) the Africa Twin got locked away in the garage with 4356 miles on the dash and didn't move again for months.

With no riding allowed, the best I could do was fit a few new bits, ready for the eventual arrival of easing. The primary mod I made is a set of ADVance Guard handguards (nippynormans.com, £199). They're clever, too.

The AT's standard handguards would struggle to deflect an unladen swallow at standard flying velocity – these guards will knock down walls. They mount to the bar ends and the bars directly (rather than a wobbly flexible plastic mount on the lever posts) and are rock solid.

They also have three states: normal, extended (where a big aerofoil rises to provide greater protection/ wind deflection), and naked – where the deflectors and centre panel are removed to leave just the tough aluminium frame.

They're also heavy – which is a good and bad thing. The increased mass (one standard guard 127g, one ADV guard 582g) means better damping of bar vibes, but you can feel the additional mass on the bars at low speed.

Would I recommend them after 1000 miles of use? Yes – they work brilliantly, they're clever, versatile, tough as hell and well put together – but that sturdiness adds extra mass and they're pricey.

5380 miles



My first decent rideout for three months came just last week, when I switched my Mac off, cooked the family a BBQ and suddenly thought: 'I wonder if I can get to Wells-next-to-the-Sea in time to watch the sunset.' Turns out I could. Just. It was a 172-mile round trip – and it felt absolutely awesome. But rather than stopping for chips, I merely noticed a few. And some rust.

The AT's only area of grottness is the area behind the front wheel. White frames are all well and good, but when it starts to chip and rust, it really shows. A sad bit of tired ugliness on a bike with less than 6000 miles on the dash. That belly pan always looks a mess, even after a ruddy good scrub, too. And those downpipes are a real lowlight. The rest of the bike is mint, so these eyesores are a real shame.

5462 miles

As I stopped on Wells' harbour wall to grab a happy-snap I'd not even got my helmet off before a chap appeared at my elbow to start asking me about what tyres I was using.

Nice chap, called Chris, who owns a Lucky Strike Cagiva Elephant (which he refused to sell me) as well as a plethora of Corgis and other bikes. Turns out he's been reading MCN for 40 years and had been following my AT tales.



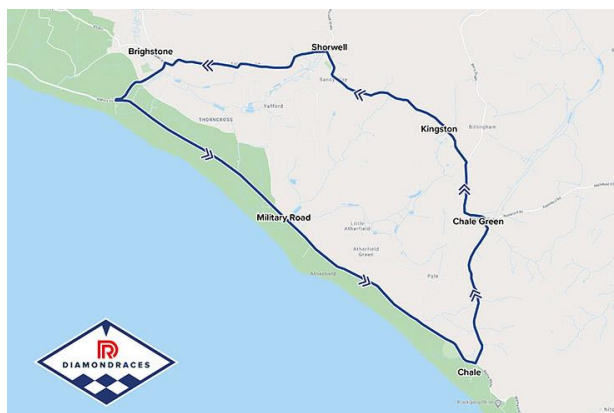
So how are the Pirelli Rally STRs coping after almost exactly 3000 miles? Pretty well. The front is immaculate, but there's no hiding the squaring of the rear. It's the second rear tyre that has squared fast on the AT, and having used STRs on numerous other bikes, I'm confident to say that the AT has squared it more readily than, say, an R1250GS would.

The STRs also feel slightly less gluey in 90/90 R21 and 150/70 R18 sizes than they do on fatter, smaller rims. They're still a big step up over the Karoos I whipped off 3000 miles ago and will probably suffer another 1500 miles legally, but the wear is now making the rear squirrely at partial lean, regularly illuminating the TC light. Perhaps it's time to try something new.



Road Racing Set for Isle of Wight Debut In 2021

By Michael Mann – Bennetts



Making its debut in October 2021 is a new road racing festival set for the Isle of Wight on a 12.4-mile road course.

The event will be known as the 'Diamond Races' and will complement the existing UK road racing calendar including the Isle of Man TT, Classic TT, Ulster GP, Oliver's Mount (Scarborough) and North West 200, among others. This new event will be held on the southern part of the Isle of Wight around Chale, Kingston, Shorwell and Brighthstone, which in itself is just six-miles from Southampton, making it easily accessible from Europe as well as just a two-hour drive from central London.

Two blocks of Superbike, Supersport and SuperTwin races will take place in a time-trial format on the Saturday following the final Bennetts British Superbike (BSB) race of 2021, with practice sessions commencing on closed roads the Wednesday and Thursday before.

Sidecar demonstration laps will take place in year one with a view to have sidecar races from year two (2022) onwards.

An elite team of experienced motorsport events experts has been assembled to create a road-racing meeting that will aid industry and tourism on the Isle of Wight while offering an extremely competitive series of races, incorporating a strategy to promote road safety, all at the end of the BSB season, with a 10-year deal in place. Names familiar to road racing fans such as the TT's Clerk of the Course, Gary Thompson MBE, and Neil Tuxworth and Steve Plater are involved with the likes of James Kaye (ex-British Touring Car Champion and Diamond Races co-founder) and Matt Neal (three-times British Touring Car Champion) among a squad of brand, marketing, event and commercial experts.

The Course, of course

Gary Thompson has been involved in the TT, Classic TT and Manx GP as Clerk of the Course for ten years and took little time in choosing the right course layout, "We looked at three courses on the Isle of Wight and settled on the 'Chale Course' – the first $\frac{3}{4}$ is quite technical and twisty but the last stretch down the Military Road is "awesome", it's not been raced on before. We also looked at the 'Freshwater Course' which is about 8-miles, but part of the decision is to make sure the grid is clear before the first man comes around again. That last 4 – 4.5-mile Military Road is going to be as fast as Sulby Straight, if not faster. It's an immense circuit.

He continued, “From a road surface point of view, it’s raceable right now such is the quality, although 2,500 centre white lines to be repainted and treated plus cat’s eyes and manholes too.”

Rider Liaison Officer and two-time TT winner, Steve Plater, talked about the course, “The first part, starting off in Chale, is very technical with blind approaches to many areas. It’s the same as anywhere, you never get a true sense until you can close the roads and Some kerbs and turns will disappear and it’s still fast, some places are going to be 4th gear even in the technical parts, there are blind crests, it’s undulated yet the road surface is incredibly good – there’s no pot holes or bad surfacing. It’ll take a lot of learning, you run through quite a few built-up areas and quite a few trees, bushes hanging over the road, we may have to cut some bushes and trees down to get the sun to certain parts of the course. We’ve had Mervyn White from the NW200 over too, to give his opinion and advice on the course too. He’ll be providing the course protection.”

In terms of spectator opportunities, Plater carried on with some of the detail, “There’s a mix for all sorts, we’re going to building this event over the years. There’ll be grandstands in key areas, as well as some hard-core places to go and view over/through a hedge. There’ll be some restricted areas, but the Military Road is where we’d like the start/finish line - we’re looking at a location that will feature bikes flat out over a crest and in front of a massive hospitality unit. It’s yet to be determined but it will be on the Military Road, there’s an area that Gary and I favour but we’re waiting for confirmation.”



Above (l-r): The Diamond Races team: Neil Tuxworth, Steve Plater (on bike), Eddie Forster-Knight, James Kaye, Matt Neil, Paul Sandford, William Parry, James Hillier (on bike), Gary Thompson

Whose idea was this and why the Isle of Wight?

But how did it all come to fruition? Even back in the 1930s, between the two wars, racing on the Isle of Wight was a subject of discussion but it wasn’t until early 2019 when former British Touring Car rivals James Kaye (Isle of Wight resident) and Matt Neal came up with the Diamond Races plan.

Kaye told us, “There is no motorsport on the Isle of Wight – we looked at Formula E, we looked at British Touring Cars, then about 18 months ago, Matt Neal and I thought about the amount of motorcyclists here.

“The industry (on the Isle of Wight) is based around tourism and we’re a holiday destination and there’s a desire for more footfall on the island and even though we’re only 6 miles from Southampton and within a stone’s throw from Portsmouth, we want to have something else that will attract people here and benefit every part of the industry associated with the Island.

“We’ve got a 10-year deal in place and a commercial package which will bring in some new names not normally associated with motorsport. We want to make motorsport more digitally available, such as an app which will include food, drink, hotel, event information, interviews, course videos, there are going to be so many parts of that app, so people who can’t get to the island to see it for the first year can still see it ‘live’ via the app.

“To get here, it’s a ferry. There’s no commercial airport here (just helicopters and small, light planes). There are three main providers of transport to the island and we’ve got their support as partners in this. If we want to bring 100,000 people to the Island, then they need to see the economic benefit and join us. The same goes for campsites, hotels, B&B’s AirB’nB – we’re got to ensure that if 100,000 are coming then they’ve got somewhere to stay!”

“We’ve spoken to the usual suspects in terms of broadcasters, but we need 100% detail on everything we’re doing before we can move that forward.”

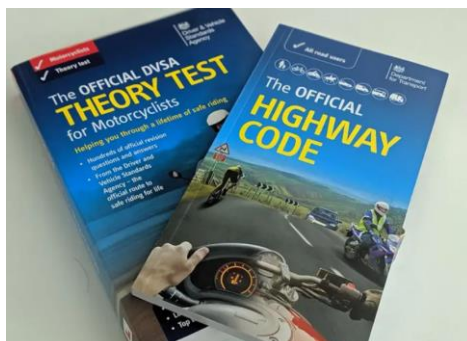


What do the rider’s think?

Only one current road racing star has ridden the Chale Course; Isle of Man TT race winner, James Hillier, who said, “It’s pretty good, as a foundation to start from. It’s got a little bit of everything from the high-speed Military Road and then some real nice combinations of corners out through the farms and the narrower roads, so there’s a little bit of everything with longer bends. It’ll definitely be a challenge to learn which is what we want for road racing and everyone’s going to be in the same boat. I might have a little advantage, but it looks great.”

Highway Code Review for Vulnerable Road Users Doesn't Include Motorbikes

By Ben Clarke MCN



On Tuesday, 28 July, the Department for Transport (DfT) announced their Review of The Highway Code to improve road safety for cyclists, pedestrians and horse riders, which the DfT says is a "consultation seeking views on proposed changes to The Highway Code to improve safety for vulnerable road users, particularly the groups of cyclists, pedestrians and horse riders".

The Highway Code, however, also lists motorcyclists as vulnerable road users leading some to question why bikers have been left out of the review.

"This is a shocking demonstration of the lack of care for the welfare of the most vulnerable road user group on the roads," said Colin Brown from the Motorcycle Action Group. "As motorcyclists, we have to face the accusations and vilification of our legitimate choice of transport mode, while simultaneously suffering a near complete lack of interest in making the roads safer for us.

"We take no issue with moves to improve safety for other road users, but this systemic and sustained process of turning a blind eye to the needs of motorcyclists is unforgivable."

Meanwhile, the Motorcycle Industry Association called the omission of bikes "of particular concern".

However, the DfT say that this is actually a review specifically for pedestrians, cyclists and horse riders and that motorcycling considerations can be found elsewhere.

"The safety for all users is at the core of our road safety strategy," they said. "The Road Safety Statement published in July 2019, includes a section on motorcycles and safe riding.

"This review is part of a two-year process that began in 2018 looking specifically at the safety issues that cyclists and pedestrians face when travelling on the roads."

The DfT added: "One of the top priorities identified was to review the guidance in The Highway Code to improve safety for cyclists and pedestrians. This consultation is a direct response to that action. We have not undertaken a full-scale revision of The Highway Code at this time."

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.

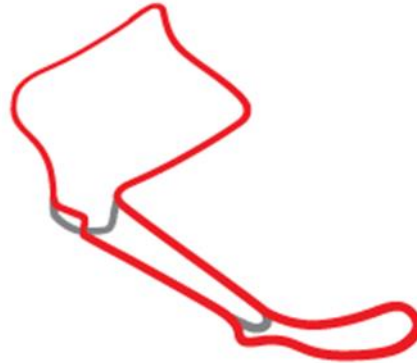
Breaktime Answers:

What bike is this?



XSR700 XTribute

Can you name this Racetrack?



Oulton Park

Lateral Thinking:

Tubular Torture

A woman enters a large metal tube and is overcome with fear. She clenches her husband's hand tightly and is visibly shaken. Her husband gently rubs her shoulders but is otherwise unaffected. Within hours the woman's husband tells her that it's time to go and the torment ends. What happened to this woman?

Tubular Torture: The woman has an incredible, debilitating fear of flying. She must travel to see a dying relative which adds to her emotional disposition. Upon entering the plane, she is overcome with fear and her husband consoles her. The flight takes a few hours and upon arrival they can leave the plane.