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PERFECT MODEL?

A DESIGN ICON
OUR MINTY GETS FRESH WITH
THE NEW BSA GOLDSTAR

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POLE POSITION



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COMMENT & CONTENTS



A FEW WORDS FROM THE EDITOR

Riding a motorcycle doesn't call to everyone. It demands a level of competence, a degree of engagement that is unusual in today's society. Most people today simply don't have the patience or the inclination to deal with that.

For those of us who do, the rewards are immeasurable. Riding imbues life with color, tinges it with adventure. It connects us to a time when people weren't perhaps quite so shy as to how they lived. A time when everything wasn't a careful, exacting calculation of risk and reward. A bolder time when fear of getting hurt didn't rate higher than the simple enjoyment of life.

Those of us who ride are different. But it's a good difference. We carry something that was once common but is now rare. Something of the distilled essence of what got us all here.

We're the last Wolves, in a land of Sheep.

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Ready to Strike a Pose?

IS THE THE NEW VOGUE 500DS THE PERFECT MODEL?



Paddy Tyson is more used to dispatch riding and long-distance travel, but knows a commuter bargain when he sees one. Will the new Vogue 500DS be on his shopping list?...

Vogue (with a soft 'g'); the word conjures thoughts of glamour magazines or perfume – eau d'moto – but it is in fact the name of a motorcycle brand born in China in 2018 from parent company Loncin.

Now you may not have heard of Loncin either even though your current ride may be using an engine built by them...

Loncin is an industrial giant which produces 2.5 million motorcycles a year, millions of generators, 150,000 ATVs and of course among other licenced production contracts, produces all the engines for BMW's F750 and 850GS models.

But enough of corporate background. The Vogue 500DS is the first machine of the brand to hit UK shores. It's A2 licence-friendly, under 200 kilos, economical, and has the all-important beak.

Contemporary styling

So the 500DS has 'adventure-sector' styling that's bang up-to-date and the 471cc liquid-cooled parallel twin, which is exactly the same displacement as that in Honda's CB500X, is fully Euro 5 compliant. Far be it or

me to say there are similarities, but the engine certainly looks the same too.

With around 47bhp it's not a scary/exciting bike to ride as power delivery is fairly flat though progressive. It should make for a perfect commuter or touring machine but sadly it doesn't make for a relaxed ride. The final drive ratio is so low the engine remains very busy and revs much too highly (5,000rpm at 58mph) sending a real buzz through the footpegs and rendering one of the mirrors useless.

The six gears themselves are pleasantly spaced, gear selection is both smooth and definite with a light cable-operated clutch, but first gear is almost redundant because of the low overall final drive. I'm convinced an extra tooth on the front sprocket would transform this machine and further improve economy, which remarkably is already very good.

Even with the high revs I found it possible to get a test-best figure of 76.9mpg over mixed road types, falling easily to 60mpg with a bit of motorway time. The tank capacity is 16.5 litres so that should provide a possible range of over 250 miles.

For such a frugal machine that tank size is good. Being metal it won't be affected by E10 fuel and it enables the use of a magnetic tank bag, but it doesn't appear to be well baffled so you can feel the fuel slosh around when you pull up at traffic lights.

Always on display

The small screen is very effective in both of its manually-adjusted positions (no tools necessary) and wind noise isn't anything I've made notes about so it clearly doesn't impact. The USB power socket and the TFT display sits behind the screen providing all the usual information: speed, revs, fuel, temperature, time, fuel economy and odometer. Apart from the speedometer, which is centrally positioned and well-sized, I can't say the layout of the rest of the screen conveys all of its information terribly clearly or in an aesthetically pleasing way. The fuel gauge reads vertically on the right, the temperature gauge reads horizontally left to right at the bottom, rev counter reads backwards from right to left and then turns 90° and runs vertically. In low light conditions, under trees and suchlike, the screen responsively switches to a black backlight which is nice, but in the dead of night it was

diodes so they won't all fail at once. The indicators are very cool using sequential LEDs to impart even more directional information. What I can't tell you is how good the headlight is at illuminating the road ahead though, because I could only spot tree tops and couldn't work out any easy way to adjust the beam.

As tested the rear suspension was set low but I haven't been able to ascertain if this was part of a 'low seat' adaptation, and the light hadn't been tweaked to suit. The low seat meant secure flat feet on the ground but also limited clearance on roundabouts and twisty roads so the foot pegs took a bit of a hammering.

A surefooted ride

The cast 17-inch wheels at both ends sit beneath suspension from Japan's KYB company; non-adjustable, other than for pre-load at the rear. The combination of monoshock rear and upside-down front forks, in association with the standard issue Pirelli tyres, provides a surefootedness which isn't deflected by over-banding or other road surface irregularities. Even sunken and badly patched roads are handled with aplomb unless you really press on, when heavy-braking over bumps can bottom-out the forks. The braking

power is provided by another famous name – Nissin – and there's plenty of feel and the ABS is unobtrusive.

The dry weight of just 188kgs adds to the great sense of

“”
Loncin is an industrial giant which produces 2.5 million motorcycles a year!

still too bright to glance down at without having vision momentarily impaired afterwards.

The lights at both ends of the bike look great and can't be confused with any other machine out there. Both use LEDs which is great news for safety as they draw very little power and the rear contains multiple

confidence this bike instills in use, and when you have to pick it up, which I did when it fell over... In my defense it was because, with the low rear suspension, using the side-stand left the bike almost vertical. The great news is that the adjustable levers were protected by the handguards and the all-encompassing standard-issue





crash-bars meant there was no damage at all.

A stand up proposition

Compared to the side stand, the centre stand is just wonderful; one of the best and very easy to use. It reminds me of old two-stroke MZs where it was so perfectly balanced you could take out either wheel if you needed to.

The 3-piece luggage system is currently included in

the £4999 price, and is really very good, but this is just a 2021 introductory offer and will soon be an optional extra.

This Voge 500DS isn't perfect, but is built from good components, is ergonomically comfortable, is light and is certainly frugal. I have no doubt it'll perform well enough and, despite claims to the contrary, that engine does have an uncanny resemblance to Honda's CB500X (£6249 for 2021 base-model without handguards, luggage etc)

So the Voge's closest rival is probably Benelli's TRK502X which comes with spoked wheels in the more adventurous 19" and 17" sizes and is also Chinese, though assembled in Italy, retailing for £800 more than the Voge. Although the Benelli has a much nicer dashboard and a bigger tank, it's also heavier, thirstier and not nearly as good-looking.

In conclusion then, there are just two things that are impossible to ignore: First, that the gearing is way too low (though easily rectified) and second, that it's only £4999 with a two-year parts and labour warranty. With more models coming I think you'll start to see a lot of these about.

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GLOVES TEST

Weise Nomad Glove

James 'Minty' Fisher takes the Weise Nomad glove out on a fresh winter's morning.

As winter is now upon us, many of us all weather riders are reaching for our winter gloves to stave off the icy fingers of the wintry chill when heading out on our bikes.

Comfortable straight out of the box, these gloves come with a hipora membrane to keep wind chill out, block out the rain and to allow your skin to "breathe". The gloves are very flexible too, with added stretch panels at the fingers, thumbs, and wrists as well.

There's a handy two-layer gaiter built into the gloves to stop rain running down your sleeves and forming a seal around the jacket cuffs when used with the hook and eye fastening straps.

There are Chamude touchscreen compatible pads on index and ring fingers, 120gm Thinsulate lining and 3m Scotchlite piping to enhance visibility on dark and grey days too. These are tough, full grain leather and textile gloves, appear to be very well thought out and put together, and quite frankly, are ridiculously comfortable to wear.

Plenty of room in the glove to allow you to feel the controls of the bike and to receive feedback through



“These are tough, full grain... and quite frankly, are ridiculously comfortable to wear.”

your hands and palms, very warm when used with heated grips in torrential rain, and most importantly, they kept my hands warm and dry on a 90 mile stretch of motorway riding in the very worst of British weather on the way back from Motorcycle Live at the NEC!

The only reason I switched over to my backup gloves at that point was because the Nomad's were holding so much water, it was easier to switch over to other gloves rather than try to dry out the outer on the Nomads on a brief stop halfway home.

The gloves are available in men's sizes S-3XL and

women's sizes XS-XL, retailing at £59.99 inc VAT, so they're a real bargain, and do what they say on the tin with minimal fuss and hardly any bedding in time needed!

At this price, you cannot really go wrong, but if doing longer runs with them on in torrential rain, I'd recommend you use them in conjunction with heated grips on a high setting to avoid the water being held in the outer material of the gloves where possible.



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

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A DESIGN ICON OF ITS ERA

BSA Goldstar 2022

Does this latest offering from the heritage brand hail the return of a British roadster icon?

James 'Minty' Fisher goes retro to find out.



One of the highlights at Motorcycle Live this year was seeing the 2022 BSA Goldstar.

Resurrected by The Mahindra Group, this one was stunning to both look at, and sit on. Very comfortable seating position, nice flat padded seat, well placed controls and an elegant, sweeping look. It does indeed appear to be very well thought out.

The bike was developed in the UK, with production to be carried out in India in January 2022. This is the first big bike from the firm. The original Gold Star moniker was given to a range of 350 and 500cc single cylinder bikes built between 1938 and 1963 and had racing success. The name originates from the 'Gold Star' pin given to Wal Handley in 1937 having lapped the Brooklands circuit at over 100mph on a BSA Empire Star.

The new bike doesn't have much in the way of modern track performance but does stick with the single-cylinder layout using an all-new water cooled four valve DOHC 652cc plant.

The engine puts out 45bhp at a low 6,000 rpm and drives this via a five speed gearbox and wet slipper clutch. The chassis is relatively standard with a steel tube double cradle, twin shock steel tube swingarm, 41mm front forks and preload adjustable rear shocks.

The brakes are from Brembo with a twin piston sliding caliper

up front and a single piston rear aided by a Continental dual channel ABS.

Tyres are also big brand with the Phantom Sportcomps from Pirelli gracing an 18" front and 17" rear wheel.

It was the design and styling that caught my attention though. They went for a light update on the classic Gold Star with the instruments, engine, tank and paint work all echoing the look of the 1960's machines.

Twin pod clocks have an analogue speedo and rev counter with LCD multi-functional display and the needles even feature the original reverse sweep functions from the earlier bikes.

The engine looks like a pre-unit BSA single with a large sweeping exhaust, extensive fins and polished casings.

The wire spoked alloy wheels are classy and the flat bench seat completes the look alongside the rear light resembling an old Lucas unit whilst hiding modern LEDs.

These are expected to hit showrooms in the UK in spring 2022 – pricing to be confirmed, but we'll definitely welcome a test ride on one of these beauties!

As mentioned above, the dealer network for these is still being set up, so at present, we don't know where they will be available for test rides.

All of the examples we saw at Motorcycle Live were working examples of the bike though so expect test ride models to be available soon.

And in all honesty, we were blown away at how nice this looked, plenty of modern tech, mixed with a little retro, make this one to look out for!



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

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TOURING OUR WONDERFUL ISLES THE OUTDOORS. GREAT!

Having ridden more continents than anyone else, what's next for **Steph Jeavons**? >>

Four years have passed since I arrived home from my round the world trip on Rhonda (the Honda).

Time has flown and so much has happened since then. Covid, has led to so much sadness and uncertainty in all our lives over the last two years. There was however, at least one happy by-product from our forced 'stay at home'.

For me, it led to a rather wonderful refocus. I started looking again at what was on my doorstep. The coast, the countryside, the adventures just waiting to be taken by the handlebars. And so, after much research by road, trail, and laptop, Moto Junkies was born.

Moto Junkies is foremost a platform to bring together like-minded people, and to offer weekends that showcase motorcycling, and Wales. In our first year, friendships have been made, bikes have been muddled, and beers have been drunk! It's a simple formula! Yes, we are a business, but to me, and hopefully to my guests, it feels more like a community.

Our events include trail and road riding short breaks with either a bunkhouse stay, camping, glamping, or what I call our 'posh break', which is a luxury 3-night stay at a grade 2 listed farmhouse in North Wales. It includes a private chef and a sauna! I mean really, times have changed for some of us!

Wales is an incredibly beautiful country. The layers of vibrant green fields, dotted with sheep happily munching on a seemingly endless supply of grass, and signature stone walls that seem to defy time and gravity all add to the magical feel. The backcountry flourishes with narrow and winding roads that are reminiscent of a dragon's tail that climb up steep overlooks where we would stop to take in all the majestic wonder. Our four-day tour took us past castles,

through forest roads, twisties, lakes and reservoirs, mountains, breath-taking coastline views and, of course, the steepest road in the World.

We enjoyed Welsh treats along the way, like Bara Brith. Translated this means 'speckled bread' and is basically a fruit loaf with the fruit being soaked in tea overnight before being added to the dough. It's very tasty with a bit of Welsh butter and a nice cup of tea! Oh and Lava Bread too of course. A traditional Welsh delicacy made from laver seaweed. It looks awful but is not bad on toast.

We enjoyed legendary locations such as Great Orme, Snowdonia National Park and the Brecon Beacons. Being so blessed with an abundance of roads and trails surely designed for two wheels. The hardest thing is picking which ones to cover!

The Moto Junkies fleet consists of Royal Enfield Himalayans and Honda CRFs. They are both very good all-rounders that are capable of most terrain whilst still allowing comfort on the road, and inspiring confidence on the trails through smooth unaggressive delivery.

Why the name Moto Junkies?

Motorcycles are addictive. Once you're in, you're in for life! Any biker will tell you that, and it's run by self-confessed Moto Junkies who are keen to lure more people into this fast-growing community. We live and breathe bikes and we know how much joy it brings to people's lives. The name just fits. It also looks great on t-shirts!

Although I've travelled all around the world, my heart has always been in Wales and I'm extremely elated to share my wonderful country!

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



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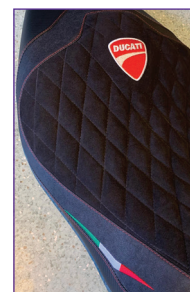
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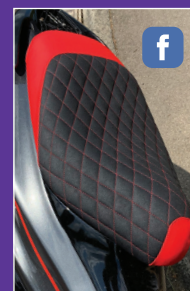
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NOT EVERYONE RIDES FOR FUN...

NOTES OF A PARAMEDIC

Paul Riley, a motorcycle paramedic reflects on his 20 years in the saddle.

This novel was written by Paul Riley, a motorcycle paramedic with over 20 years of experience for the Ambulance Service of NSW in Sydney, Australia.

Paul is a part of a rare breed that it takes to be part of an emergency response team. Most flee from disaster, paramedics run towards it in an effort to save lives. For six years, Paul spent that time as a motorcycle paramedic navigating the narrow streets or traffic-riddled roads of Sydney, to get to those in need. Being on a motorcycle gave him and his patients the advantage of time, as he could get to an accident scene much faster than his four-wheeled colleagues.

In this book, Paul reflects on the wonders and the challenges of that career. He takes his readers on the road with him through Sydney's narrow, crowded streets - on a high-speed dash to try to save a dying child or a patient in cardiac arrest; sitting with a grief-stricken mother; or saving a worker on a



wondered what life as an emergency worker is like - or anyone who loves motorcycles.

Paul gives his readers the opportunity to see what life is like on the life-saving side of an

accident. Aside from the serious, heartbreaking, and painful parts that come with being a first responder, Paul has gathered some hilarious stories over the years.

For six years, Paul spent that time as a motorcycle paramedic navigating the streets & roads of Sydney

building site or in the hold of a ship. We also see the lighter side of Paul's work, as he found himself an unofficial public-relations representative for Sydney or dealing with surprises from bystanders and patients. In his passionate, straight-from-the-shoulder style he shares the highs and lows, the rewards and traumas that go with life as a paramedic. This book is required reading for anyone who has

If you'd like to ride along with a motorcycle paramedic by getting yourself a copy of Paul Riley's 'But Where Do You Put The Patient?', you can visit his website, where both hardcopy or e-books are available.

Paul even welcomes riders and readers alike to keep in touch with him by tossing him an email (found on his website) - this further indicates his dedication to humankind, no matter what.

A great read and definitely deserving of a MotoMerit!

ANECDOTES AND WISDOM HARD EARNED

THE JOURNEY INSIDE

These are the reflections of an English Immigrant Not working in Bulgaria.



THE BOOK FOCUSES MORE ON INTERNAL EXPLORATION... BRUTAL HONESTY AND PERSONAL CHALLENGES



being a perfect example of the individuality and the duality as well as the contradictions of the man himself as he tries to integrate.

Who is Graham Field then?

Graham is the author of five books, which he's recently recorded as audiobooks. Twice nominated as 'most inspiring adventurer' by Adventure Bike TV.

He was a resident co-host on Adventure Rider Radio RAW for five years with Sam Manicom and Grant Johnson of Horizons Unlimited. He has written articles for various publications worldwide.

Graham is known as a traveller with most of his books relating authentic experiences from his 35 years of diaries, kept as he meandered around the planet from foot to bicycle, to motorbike to four wheels.

This book focuses more on internal exploration. Having relocated to Bulgaria to 'retire' he regales us with his practical challenges whilst exploring his personal challenges of conflicting needs with brutal honesty which proves compelling. Evidencing both the contradictions within his own character and the travel 'industry' his musings also cover a wide range of topics including his inconsistent log burner and love interest.

With a lifetime of travel anecdotes and hard earned wisdom, Graham's view of the planet is unique and contagious whilst

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Be sure to follow Graham on his Social Media channels to keep up with his latest writings...



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OUR KAZ GOES BIG ON ORANGE

KTM SUPERDUKE

Biker Kaz saddles up and tries to tame the KTM Superduke. Will she bring it to heel?

Following my test ride on the 890 Duke, which I absolutely loved, I lined up a ride on the 1290 Superduke R.

I'd heard it was a wheelie machine. I have done the odd one, sometimes accidentally!

The Superduke has a 1301 cc v twin liquid cooled engine putting out 177 bhp but only weighing an incredible 189 kg. The new frame concept means that it is three times stiffer than its predecessor – the tubes are a thicker diameter than the previous model with thinner walls giving it a weight saving of 2 kg!

The 760 mm handlebars are adjustable with four positions available so you can get the position just right to suit your riding style. There are rider modes too and I had the bike in road street mode.

I got on the bike and immediately felt that it was higher than the 890 Duke. At 835 mm (only 15 mm taller) but it meant that

<14>

I was more or less on tiptoes. Not a problem when riding but when in traffic or at junctions this can be a bit nervy holding the bike.

The Superduke has a keyless ignition so I made sure the fob was in my pocket and zipped up securely – I didn't want to park up somewhere and switch the bike off only to realise I had forgotten the key!!

Awesome acceleration

I was soon heading out of the town onto the open road where I could open the Superduke up a bit more. The acceleration out of the corners was awesome, the bike just goes and feels effortless.

Cornering was very smooth, the bike was

stable and it was giving me confidence. I could feel that the bike was far more capable than my riding ability but I felt happy riding the bike and could see why people love it.

The cruise control was easy to use and set whilst riding, useful if you're on a motorway and are mindful of

saw it coming up behind you.

I like the TFT screens on the Superduke and the Duke showing revs, speed, fuel, temperature, time, gear and which mode you are in. They are clear and easy to read.

The price of the Superduke starts from £15,749 and there are various packages available so you can customize the bike.
All too soon my afternoon of

“”

The LED headlight is a cool shape too, again unusual which I like because it's different...



KTM

speed cameras. The quick shifter is cool too.

I liked the brakes – the Brembo front and rear are really responsive and come with cornering ABS and Supermoto ABS - according to KTM's website supermoto mode enables the experienced rider to lock up the rear wheel for committed supermoto riding and deliberately executed slides' – I shall be leaving that test for another day.

I did notice when putting the power on out of a corner or when overtaking that the mirrors would vibrate so much that everything was just a blur – a bit disconcerting when looking to make sure you're clear to pull back in.

Cool. Unusual. Manacing...

The LED headlight is a cool shape too, again unusual which I like because it's different and I could just imagine how menacing that headlight would look if you

fun was coming to an end and I had to make my way back to The KTM Centre. I really enjoyed riding the Superduke, it was light, responsive and incredibly easy to ride, not at all an intimidating wheelie machine unless you want it to be.

So, was it for me?

Personally, I would go for the Duke 890 as it was that little bit lower for me and therefore suited me better but do yourself a favor and book an afternoon of fun with a KTM – I think you'll be pleasantly surprised.



Be sure to follow Biker Kaz on all of her Social Media channels to keep up with her adventures...

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GLOVES TEST

KEIS 301 Heated Glove

Paddy Tyson plugs into a warmer ride and experiences 'hand heaven'!

I started using these KEIS G301 heated gloves last month as the weather began to turn and since then we've had storm Arwen and the accompanying snow and cold snap.

Put simply, they've been heavenly, because rather than heating the palm of the hand and grip-side of the fingers, they provide a glorious warmth concentrated on the back of the hand.

The 3-finger design is inherently warm because there is less outer surface area for the cold wind to blow over, but inside there are still separate compartments for each digit – best of both! There's a thick layer of 3M Thinsulate and a quality Hipora waterproof membrane too, all of which helps to make them a competent winter glove even before considering the electrical technology they contain.

The micro carbon-fibre heating panel runs across the back of the hands and over the top of the fingers which is just where you want it, avoiding the possibility of sweaty palms. There are 3 heat settings which are controlled from the easy-to-press button on the back of the hand. I don't know if KEIS condone adjusting the



There's also a subtle reflective strip across the knuckles and a very robust visor wipe on the left glove.

Each glove is equipped with a male power connection because they can be connected straight to the bike, to a KEIS jacket, or to the individual battery packs, which is the only system I have so far used. The batteries fit into

a small pocket in the underside of the cuff and seem able to belt out heat on the highest setting for at least a couple of hours.

The flexibility of the batteries

is perfect for me, but if I was heading off for a longer winter trip I'd definitely get around to fitting the simple wiring harness that comes with every pair of gloves.

The whole bundle, including optional batteries and charger does mean these gloves cost £232, but the basic glove and wiring harness is £200.

That isn't cheap, but they're much more effective than heated grips and you can wear them off the bike too!



<https://www.keisapparel.com>

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BIG BRAND LONG-TERM TYRE REVIEW

Dunlop Roadsmart III

John Allsopp burns up some serious rubber for 7000 miles to see how they hold up.

Designing a tyre for the sport-touring category might be one of the hardest tasks a tyre company can face. With the need for high mileage and good grip with excellent wet weather performance these tyres would need to be good.

With the Dunlop Roadsmart III Dunlop the claims focus on the longevity of the tyre, as well as the grip and consistency of the Roadsmart III's performance throughout its life. After 7,000 miles let's see about those claims.

Construction

Most manufacturers employ acronyms to state their latest technology. The Roadsmart III's are no exception



to this rule. We start with HES-JLB, or High Elongation Steel Joint-Less Belt. Basically the steel belts that make up the circumference of a tyre, the degree to which they are wound, and the amount a manufacturer uses, goes a long way in defining the carcass of a tyre. Compared to the Roadsmart II, the III's are wound tighter and there are more of them, closer together. Combined with the tweaked sidewall design, the tyre is now more compliant over bumps.

The cross-groove design of the tread pattern, Dunlop says, drains more water than before for better grip in wet conditions. In the rear, a new tyre profile puts a bigger contact patch on the ground while also adding to the increased mileage Dunlop claims. Using multiple compounds on a tyre is one clever way manufacturers are able to achieve the mileage and grip goals they seek, and it's a trend the Roadsmart III's continue

with the MT – Multi-Tread – design; a harder center compound and softer compounds on either side.

So, on to 7,000 miles which obviously included the wind and winter road conditions.

On chilly morning commutes, the tyres felt that they got to operating temperature quickly with hardly any vagueness sometimes apparent in a cold tyre. Usually this would indicate a high silica content, as this is a well established way to get the tyre up to temperature and provide grip fast. The tyres didn't track over road imperfections and the handling was neutral and compliant when absorbing bumps.

So, that was the performance new, but after 7,000 miles? The performance barely dropped off! The rear



tyre did square as would be expected but not anything like tyres I've used in the past. Edge grip has also remained consistent, although towards the end there was inconsistent wear and cupping on the front. (The test bike is a heavy BMW RT so, this should be borne in mind).

Overall I was really impressed by the Roadsmart's performance both when new, but especially over time. Somehow Dunlop has found a way to answer the two biggest demands sport-touring riders crave: more mileage and more grip. I don't know how they did it, but I do know this is going to be a hard one to top.

I think perhaps the best recommendation would be, that when the tyres were replaced I bought the same again.



<https://www.dunlop.eu>

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TRIUMPH SPEED TRIPLE 1200RS

TRICK. AND A TREAT.

Our very own girl about bikes **Biker Kaz** checks out the new Triple from Triumph.

I recently had the privilege of having a Speed Triple 1200RS on loan from Triumph Motorcycles and wow, what a privilege that was.

The 1200RS is a bike from the Speed Triple family, the previous model of which was the 1050.

I'm going to get techy with you early on here - the 1200RS has a Liquid-cooled, 12 valve, DOHC, inline 3-cylinder engine with fully adjustable Ohlins suspension front and back, Brembo brakes front and back and upside down front forks.

I really like the single sided swing arm styling of the RS and the exhaust, although standard has quite a stylish end can fitted and sounds really good along with the triple engine especially when you drop it a gear and overtake, honestly you can feel the smile spreading across your face at the noise.

The 5" tft screen is easy to read and so too is navigating the various settings. There are five rider modes – rain, road, sport, track, and rider. I am not used to a bike with rider modes as neither of mine have these but I find sport mode most suits my riding style. A fly screen would be a good idea as when it was sunny (I know, I wasn't expecting sun in October either!) you do get some reflection on the tft screen.

The weight of the RS is only 198kg and with a bhp of 178 I found the bike to be nimble in the corners and it felt stable too which is what I crave from a bike. The acceleration full stop was amazing but especially out of the corners, I could feel myself grinning under my helmet every time and I could hear myself giving a little chuckle too!

The RS has an up and down quickshifter which to start with I did forget I had as my bikes



do not have this but I soon got used to it. I did find I had to really push the pedal when changing gear – previously when I've used a quickshifter,

I did find it quite light when changing gear so I am thinking that maybe this bike's quickshifter needs a look at and maybe some adjustment.

A full keyless system is in place for this bike so I made sure that I kept the fob in my bike jacket pocket and zipped up at all times so I wouldn't forget it or leave it somewhere and ride off without it! That would definitely be an oops moment.

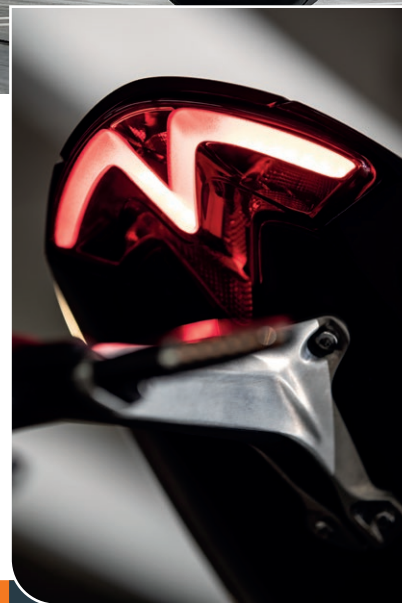
I like the riding position of this bike and found the seat height of 830mm to be okay for me. I felt really comfortable on the bike both when riding and just moving the bike about or in and out of the garage.

There is cruise control on the bike which is really easy to set when riding and very useful especially if doing some motorway riding. The RS also has Optimised Cornering ABS and switchable Optimised Cornering Traction Control (with IMU) and Front Wheel Lift Control – I liked having the last one, stops me wheelieing down the road, it ending badly and me making a complete twat of myself!!!

The RS comes with Metzeler Racetec RR tyres which Metzeler describe as race track and road racing tyres. I can honestly say I do not like these tyres in the rain, the back end twitches and I have to adjust my riding so that I can ride safely whilst getting

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TRIPLE.
POWERED.
REVOLUTION.



engine and the exhaust when you open it up, I could feel myself grinning from ear to ear under my crash helmet! I found the RS to be such fun to ride, it's light and easy.

If bikes came with a grin factor rating, I would give this five out of five. Every time I got off the bike I was grinning. I love how the bike feels, it's responsive, agile and is just asking to be ridden more and more. The more I rode the bike, the more I wanted to get back on the bike and ride it, there's definitely something about it that hooks you in.

I know the RS is part of the Speed Triple family, but I honestly think it is a bike in its own right and deserves its own family. In my opinion it shouldn't be compared to the 1050 because it is so different.

If I were buying the bike my first purchases would be:

“”

If bikes came with a grin factor rating, I would give this the maximum five out of five!

A tail tidy – I would have this fitted if I could before I left the showroom

A set of Michelin Pilot 5's

A fly screen

Heated grips - I fit these as

the most out of the bike. As I ride all year round, standard on all my bikes!

I would change the tyres to a more all round, all year riding tyre but, it's personal choice.

The RS has bar end mirrors which were excellent for visibility and didn't vibrate when riding as I have experienced on some bikes.

Other than that I wouldn't change anything on the bike, I love it as it is and it was a sad day when I had to give the bike back.

I absolutely loved riding the RS, I had such fun and have never grinned so much in a week.

Thank you Triumph for the loan of the Speed Triple 1200 RS, it was a privilege to ride!

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MUST THE SHOW GO ON?

MOTORCYCLE LIVE 2021

James 'Minty' Flsher 'pops his NEC cherry' but will he even bother with a second date?

It was a cold, but clear Saturday morning for my first ever visit to the NEC and Motorcycle Live.

5am was the chosen time to leave home, giving plenty of time to get there safely.

The alarm went off at 4am, I begrudgingly got up and put my new kit on, fed the cat, got the bike out of the garage, and set off.

186 miles were between us and the event, along with a good stint of motorway miles. Thankfully I had my Uclear Infinity Motion comms kit installed for music along the way, along with my warm Held kit.

A quick brekkie stop was made at Beaconsfield services halfway, then off we shot like whippets out of traps on our trusty bikes.

The weather was good, the roads were pretty much clear, and we were all smiles. Our excitement was palpable.

When we arrived, we quickly parked the bikes up, showed our covid passports, and headed to the press office to grab our passes. For those of you who have never been to the NEC before, let me tell you – it's HUGE!! Having grabbed passes, off we toddled into the event.

Now, at this point, all I saw was shiny new bikes to "Ooh" and "Aah" at, and a sea of like minded people.

We wandered around to talk to our good friends from Gerbing, CF Moto, Mental Health Motorbike (including the lovely Paul and Weeble), The Sidecar Guys, Bikerheadz and Ultimate Hearing Protection.

We also made some new friends when we met with Avon Tyres, Oberon Parts, Lextek and

many friendly members of the public.

There were plenty of fantastic bikes on display too – my personal favourites being the CF Moto 800 MT and CLX 700, the Harley Davidson Fat Bob 114, and the new BSA Goldstar.

Event staff on site were helpful, everything was well signposted, and it all ran very smoothly.

Stalls on site were there for purchases of new shiny kit, but the one thing that bothered me was a distinct lack of freebies to pick up on the way round. Speaking to members of the public, this was also bothering them too. We did, however, manage to grab



For those of you who have never been to the NEC before, let me tell you – it's HUGE!!

some swag – just not as much as I was expecting!

All in all, it was a good day out – plenty of eye candy in the way of bikes and kit, lots to see and do including the balance bike race arena for the little ones and good options for food on site.

The ride home was sadly far worse, with the great British weather throwing torrential rain, fog, high winds, and the usual

“”

traffic hotspots at us, but we made it.

372 miles completed, in good and bad weather, with 13 miles of walking around the event to boot according to the

pedometer on my mobile.

Definitely worth going to Motorcycle Live if you haven't been before, and I look forward to next years show with keen anticipation!



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GREEN HEAVEN OR MUDDY HELL?

Triumph Adventure Riding

BIKER KAZ heads to South Wales to learn off roading with Triumph.
No arms were twisted in the making of this article...

Would I like to go to South Wales and learn how to ride an adventure bike off road?

A nano second was taken to reply yes.

Triumph Motorcycles adventure training academy is in the foothills of the Brecon Beacons South Wales. Training is offered at varying levels from beginner to more advanced off road riders. This features one to one training, guided light off-road riding experience around mid to south Wales on some of the best roads and trails.

The bikes used for these experiences are the Street Scrambler, the Scrambler 1200 or the latest generation Tigers.

I have never done adventure bike riding before so this was going to be interesting.

Travelling up the night before meant a night in a hotel with the other guys and girls that were taking part the following day. We had a great evening eating, drinking and chatting about our biking backgrounds which turned out to include a few who had done it before and a few with no experience. So a great mix of people and abilities.

A warm welcome was waiting

Arriving at the training academy where we were greeted with coffee and a very friendly welcome. I had borrowed some gear from Triumph for the day which had already been placed in a locker for me in the ladies changing room, but I had my own boots. After changing we met in the reception area for a chit chat and then went outside to find the bike that had been allocated to us. Mine was a Street Scrambler 900 which I was happy about. If you aren't happy with the machine either at the start or during the day it is possible to swap.



We were greeted by former British and World Enduro, British Rally & Cross Country Champion, Matt Reed, who runs the training academy and he gave us a run down of how the academy works, what we should expect from the day and what we would be doing. We then got on our bikes and followed Matt to where our training would be taking place which was about a fifteen minute road ride. I liked this bit, I could do this part easily – I was now getting nervous as to whether I would be able to do the next part

We arrived and parked up and were then introduced to the other instructors there. Everyone was so nice and friendly which immediately put me at ease. We all had a bottle of water strapped on the back seat of our bikes – amazingly bearing in mind we were in Wales and it was barely nine o'clock, it was hot and sunny already, and it was going to be a hot day (the temperature did get up to 32 degrees during the day).

We were divided into two groups – the more experienced ones with Matt and a couple of other instructors. I was in a group with one that had never done it before like me and

two who had some off road experience. Our instructors for the day were Keith and John.

Keith explained what he had planned for us during the course of the day but he stressed that if there was anything we were not comfortable with, then not to push ourselves to do it. If we felt tired and wanted to sit out a section then to do so. If we were getting tired and wanted to ride sitting down, then to do so. I started to relax a little bit.

Breaking us in gently

Our first exercise of the day was a gentle slalom just to get us used to the bikes and also to riding standing up. When riding standing up, Keith said we should bend our knees and elbows and have two fingers on the clutch and front brake at all times to give us maximum control of the bike. Okay I can do this. Riding standing up is a whole new experience for me but surprisingly it felt okay and not at all weird like I thought it would. I managed the slalom with only one or two cones ending up as casualties. We did the slalom one way and then the other, the idea being riding it a different way

you have to angle yourself and the bike differently. We stopped for a drink of water and a chat about how we felt. So far so good.

Next exercise there were four cones set out in a square. We had to ride round the outside of these cones in a kind of circle progressing to riding round the inside of the cones. We went anti clockwise to start and I could do the outside of the cones no problem just about managing half the inside of the cones. We then switched to clockwise. I got round the outside once and it just felt weird and then I'm not sure what happened but both the bike and I were on the floor. Terrific. John helped me pick up the bike and back on I got and had another go, I managed the outside of the cones but not the inside. Another water break.

We then went for a trail ride. Oooh this was good, I like this, I can do this. Obviously a completely different way of riding to what I am used to but it was okay. We were using the skills we had learnt in the previous exercises and it was clicking. We then headed back to base for a well earned cuppa.

The other group had stopped for a cuppa too and it was really good to chat with others as to how their day was going and learn tips.

Skid marks

Our next exercise

>> I like this, I can do this! Obviously a completely different way of riding to what I am used to but it was okay.



was learning how to skid in a controlled manner. First building speed to 20 mph and then brake using both front and back brakes. This I could do although John said I needed to go faster. Back round and this time we had to brake just using the front brake. Still I needed to go faster. Next time brake just using the back brake – yay I did it, I did a controlled skid. So chuffed with myself. Water break.

After this we went off for a trail ride. I really enjoyed the riding part. I know the exercises are good as you need to learn different techniques but it's really good to go and put them into practice. The terrain for this trail ride was harder than the earlier one but I was enjoying it. I was following a fellow rider and we had to go down a slope and then back up the other side at an angle. Unfortunately the rider in front came to an almost stop in front of me whilst doing the angle bit before getting going again and I tried to keep going but by this time I had lost momentum and both the bike and I had another tumble on the floor. Ooomf. John helped me pick the bike up, I dusted myself off and got back on. Deep breath, I can do this and I did. I got to the top. Phew! We stopped for a water break.

It was an incredibly hot day and we were all suffering a bit in the heat with our bike gear on. Luckily there was a plentiful supply of water!

We carried on our ride to some ruts. John demonstrated how we should ride through the ruts. We were to start by sitting down and 'paddling our feet' at slow speed and once we were happy paddling we could then stand up if we wished. We must remember here that when our feet are on the pegs we should keep them pointed inwards so they don't get caught on the edge of the rut and twisted! I could manage the paddling a bit and then when I went to go through standing up I actually found this easier sitting down and may have gone through a little quicker than I should but it was huge fun and I could hear myself laughing.

We then carried on back to base for lunch. We had all built up an appetite by then!

In for a bumpy ride

Our next exercise was going over bumpy bits (I'm pretty sure this is not the correct technical term here!) I really liked this bit, this was definitely something I could do. You kind of do a loop through the bushes which is pretty rough and rutty terrain to get back to the start and during the bush part I kicked the bike into neutral

and did not realise. I completely lost my momentum and by the time I realised what had happened it was all a bit late and the bike and I ended up in a bush together. A fellow rider stopped and untangled me and the bike and helped get the bike back up. Another dusting down and deep breath and then the bike and I went off to find the humps together again.

Log Jam

Another water break and then we went off for a date with some strategically placed logs. I am pleased to say that I could do this part. We had to ride through a course of logs, a bit like a log slalom, remembering the skills we had learnt earlier, moving our body to help with the way we wanted the bike to go and then loop round and do it again. Thankfully the bike and I stayed upright.

Another drink and then we were going off for our last trail ride before finishing for the day. I was trying to use all that I had learnt during the course of the day on our last ride and was really enjoying myself. I had completely relaxed as the day had gone on but I had to admit by this last ride I had taken to sitting down a lot. Muscles in my arms and legs that I didn't know I had were beginning to protest but I was really enjoying myself and I could feel myself still grinning under my helmet. I was enjoying myself which was the main thing.

Back to base for a last drink and a catch up with the other group.

For our ride back to the academy, we followed Matt a different way back going both on the road and off road a little and through a water splash stopping to refuel the bikes en route. I loved the ride back and I had grown really fond of my Street Scrambler as the day had gone on. I was very comfy on this bike, it was so easy to ride and it put up with our little tumbles together, a very capable adventure bike indeed.

Back at the academy, I jumped in the shower.

I had a brilliant day, learnt lots, met some incredible people and got to ride a cool bike all day. What a perfect day out.

Thank you to Triumph Motorcycles for the opportunity of trying something new and to Matt, Keith and John who were brilliant.

I couldn't have got through the day without the encouragement from Dom and Andy too, thanks guys!



www.triumphmotorcycles.co.uk/adventure-experience

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CONS: Takes around 200 miles of daily riding to fully wear in.

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CONS: None so far.

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Moto App that also provides suspicious movement notifications and full-ride information. A small compact device features a single cable installation that powers down and automatically wakes when dormant. IP54 waterproof and the only ECE R10 Approved tracker to ensure no risk to your motorcycle and a 2-year warranty. Big thanks to Pégase Moto for supplying a tracker for review.

PROS: Subscription free tracking with anti-tamper notifications.

CONS: Pricier than other systems.

PRICE: £269

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PROS: Great fit with well-distributed heat across the entire product.

CONS: Battery life seemed short in initial testing.

PRICE: Vest £140 | Controller £45

WWW.KEISAPPAREL.COM



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DAMON HYPERSPORT IRANGE

WATTS THE CHARGE?

Will **MOTOGUSTO** be electrified by the new **Damon Hypersport Irange** or be left a little flat?



Damon electric motorcycles will be launching in the UK in Spring 2022, and having seen them go from strength to strength in the USA, it looks like they're bringing some heat with them to UK shores.

Headquartered in Vancouver, Canada, Damon believes the future of motorcycling is smarter, safer, more exhilarating and personal when there's a fusion of human and machine.

Having followed Damon quite closely with

personal interest in the EV market, the Damon Hypersport Irange looks truly amazing. Released at CES2020, Damon have got some seriously tantalizing information about the bikes on their website.

That being said, I think the most exciting thing for us to see will be if the range estimate is accurate or not – 200 miles on one charge is quite a bold statement to make given current battery technology in EV's. The engine and battery design appears to have been well thought out with virtually zero maintenance required on the few moving parts in the engine, and the dual, liquid cooled fail operational batteries are actually built into the frame of the machine thus reducing weight and aiding with distribution to provide a smoother ride.

Pair that with some truly innovative technology built into the bike in the form of their own unique CoPilot™ Advanced warning system and Hyperdrive™ - the world's very first monocoque-constructed, 100 percent electric, multi-variant powertrain, and you have what could be a very capable,

give you varying benefits.

The Hypersport SE only having 108 miles range, 120 mph top speed and 100hp starting at \$199 a month or costing \$17000 US dollars – this is the entry model.

The SX, which has 150 mile range, 150 mph top speed and 150hp starting at \$286 a month or \$20000 US dollars.

The HS, which has a 200 mile range, 200 mph top speed and 200hp starting at \$331 a month or \$25000 US dollars.

Then we have the premier, which has all of the HS models specs as well as full Ohlins suspension, Brembo brakes and an eye catching single sided swingarm too.

You have what could be a very capable, very stylish and future facing machine.

very stylish and future facing machine. The bike appears to be very well thought out aesthetically and has all the right curves in all the right places in our opinion. And lets not forget 0-60 in sub 3 seconds, which puts it right up there against the Kawasaki H2, Yamaha R1 and Honda's Fireblade.

There are various models of the Hypersport, and the price you pay will

Pricing is yet to be confirmed for the UK market, and the additional cost of installing a charging point at home is something to keep in the back of your mind when considering one of these machines.

Look out for an honest, open review by one of our team after what could be a very interesting test ride!



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Great Review by MG's Dom H & John A

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THE IMPORTANCE OF PHOTOGRAPHIC EVIDENCE

Pothole Accidents

Phillip Scarles advises on best practices for personal injury claims from potholes.

Phillip Scarles, personal injury solicitor, looks at the photographic evidence required in a personal injury claim involving potholes.

The end of the winter sees the worst of pothole damage on UK roads. They represent a particular hazard for motorcyclists and cyclists, who may swerve to avoid the pothole and imminent danger, only to either lose control and crash or collide with another vehicle.

A personal injury claim from an accident caused by a pothole is brought against the highway authority responsible for the maintenance of the road. This will often be the local council. The allegations against the highway authority would include that they negligently and / or in breach of Section 41 of the Highways Act 1980 failed to repair and maintain the carriageway, and caused the pothole to pose a reasonable foresight of harm to users of the highway, and to be a real source of danger.

Most highways authorities operate a Highways Maintenance Policy and this will usually purport to comply with the applicable National guidance contained within the Code of Practice for Highway Maintenance. Roads will be classified depending on various factors such as the levels of traffic. The classification of each road will determine the number of annual inspections undertaken.

Each classification will also include the intervention criteria for potholes. For example, a Category 4b local access road may have an intervention level of 50mm. This means that the highway authority may not be in breach of section 41 where a pothole is less than 50mm in depth.

An injured claimant needs to prove a breach of section 41, and the starting point for any claim will be good quality photographs or a video of the potholes.

Make sure you take as many photographs of the pothole, as soon as possible after the accident



My tips for taking pothole photographs:

1. Take photographs as soon as possible following the accident. Preferably within days, to avoid arguments that the pothole deteriorated following the accident, and before the potholes are repaired.
 2. Take photographs at the same time of day as the accident, so that the sunlight is from the same direction. Take photographs from approaching distances to the pothole of 100, 75, 50 and 25 metres, and then close up.
 3. For the close up photographs, use a ruler or tape measure so that the exact depth of the pothole, e.g. in mm, can be seen clearly in the photographs. Get someone else to hold the ruler. Position the camera close to or on the ground.
 4. If there are multiple potholes, take photographs of each pothole measuring the depth of each one.
- Good quality photographs of the pothole clearly showing the depth and taken as soon as possible following an accident will be a good start to any claim, and will hopefully lead to an early admission of liability by the highways authority.

Philip Scarles is a personal injury solicitor at Taylor Rose MW Solicitors and has assisted many motorcyclists injured in accidents.

Philip.Scarles@taylor-rose.co.uk

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