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COMMENT & CONTENTS



2020 is certainly a year that we won't forget — and will most definitely be happy to put behind us. But let's not dwell on the bad and instead focus on the positive, looking forward to a more communal and supportive future.

This was a year that saw us more focused on community, our family, friends and neighbours, helping us realise the importance of all of these

simple things.

A year of being grateful for what we have and not taking everything for granted to find joy in a simple solo ride out on a sunny morning, nodding at fellow bikers on the road and feel that community, that connection that makes life that little bit better.

Let's also acknowledge the Blood Bikers, NHS riders and fellow bikers who kept working and kept riding through

lockdown. Selflessly using their transport helping to deliver much-needed essential supplies across our local communities and help keep the emergency services operating so they could help save lives.

A particular mention to the team and all the volunteers at the Bike Shed Community Response. They are just one brilliant example of what can happen when our community comes together, selflessly, to do good.

Finally, we'd like to take this moment to thank all of our readers as we look forward to talking more with you all and building our community back stronger and together in 2021.

Look out for more real-world reviews, more features, more humour, more bike banter and more competitions. So, whatever you ride, however you ride it, ride it with gusto.

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KTM 1290 SUPER ADVENTURE S



Ready for a super adventure?

o75 won't deny it, he loves a fantastic V-twin for a brief blast or an adventure, but is KTM's third-generation 1290 Super Adventure S the *ultimate* high-performance Adventure bike?

Personal preference aside, owning a 2010 KTM 990 SMT is, in short, a fantastic all-rounder. It is a raw V-twin. No electronic wizardry – it doesn't even have ABS. With high praise from the media and riders, KTM stopped making it in 2013 turning its head to focus its

energies on larger V-twin beasts. The soul for the rider then split between the 1290 Super Duke R and 1190 Adventure R. The blend — sort of — remixing again in 2017 when KTM released its first-generation 1290 Super Adventure S. I took one for a ride. I was extremely impressed, but I just felt it was cloaked in electronic riding support. It wasn't enough to prise me from my SMT which had a more raw soul and riding essence. So then, could KTM's latest tarmac-tackling kings caress me to reconsider that the third-generation 1301cc 1290 Super Adventure S is my long-awaited upgrade?

On paper, KTM has taken full advantage of the development feedback to introduce a new era of rider-focused design and ground-breaking technology.

The KTM says the 1290 Super Adventure S is the sportiest and most technologically advanced Adventure



bike to ever roll its wheels off the production line in Mattighofen, Austria. With diligence paid to ergonomics and comfort over any terrain, it aims to provide all the benefits of a versatile sports-tourer.

Redesigned ergonomics

Focusing on keener handling, KTM has introduced a new chassis to further enhance weight distribution and riding agility. KTM says a sharper cornering sensation is achieved by moving the steering head back by 15mm and relocating the engine's front section. Additionally, the longer open-lattice swingarm should contribute to a more stable feeling under acceleration. The subframe can now accommodate a lower seat height without sacrificing durability or practicality.

Surrounding the rider is a new 23-litre, keyless-cap fuel tank and a set of bodywork that augment the bike's agile feeling. Every centimetre of the panelling has been analysed in order not to impede the riding sensation. The new two-tiered seat is adjustable by 20mm; this should provide additional comfort for long rides. Also customisable are the handlebar levers, the all-new 7" TFT colour screen (with a new Connectivity



Unit for seamless smartphone pairing), and the windshield which can be adjusted by 55mm. Overall, its low-down mass and refined weight balance and KTM's bull-fronted stance, I feel plenty would enjoy many a mountain mile in the saddle.

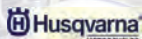
Technology to boost performance

Regulating the ride comes a new generation of electronic aids. I'm pleased to read there is less intrusive level of traction control in RAIN, STREET, SPORT, OFFROAD and an updated RALLY mode (optional).

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As standard, KTM has introduced an innovative Adaptive Cruise Control system. The radar-based system, developed in collaboration with Bosch, automatically adjusts the safe distance to traffic ahead according to five stages which the user can set using the redesigned switchgear.

The dash

The larger dashboard view has quicker and more practical menu systems as well as clear aesthetic infographics to indicate various sections of the bike clearly. The dash sits on top of a redesigned storage compartment with a USB charging socket.

To communicate with the new display, the Super Adventure S comes with all-new switchgear. It offers a new and more seamless user experience. A new set of quick select and favourites buttons will allow for set-up changes on-the-fly while the rider stays focused on the roads ahead.

Advanced componentry

The eye-widening Euro5-compliant V-twin offers up 160hp and 138Nm yet is 1.6kg lighter thanks to thinner engine cases and a new oil circuit. The engine breathes through an upgraded two-headed exhaust and shifts with a revised PANKL gear mechanism that brings significant improvements in the Quickshifter+ which is optional.

New pistons have further raised reliability, and the whole unit retains better



cooling thanks to a new water/oil system. The two new radiators work with the redesigned bodywork to channel warm air away from the rider's legs. Anticipating 9,000-mile service intervals, and with estimated fuel consumption of 50mpg, rounds-off the re-energised powerplant.

Furthermore, the lean angle-dependent Motorcycle Traction Control has two different controllers operating its data and strategies independently: one for wheel slip; the other for pitch angle. The Cornering ABS and Offroad ABS systems are products of the new Bosch Motorcycle Stability Control system, while Motor Slip Regulation is optional.

Courtesy of a new generation of WP APEX Semi-Active Technology suspension, the Super Adventure S should hurtle along bumpy trails with a great degree of comfort. The SAT boasts augmented damping thanks to new valves while the 6D lean angle sensor inputs directly into the unit for a thorough outline of rider behaviour.

Part of the updated range of KTM PowerParts designed explicitly for the KTM 1290 Super Adventure S is the Suspension Pro package that offers individual damping for the fork and the shock, automatic preload adjustment and an on/off Anti-Dive setting. With the additional Rally Pack featuring the RALLY riding mode and the respective MTC slip adjuster, all of the Suspension Pro and Rally Pack features together with the Quickshifter+, the Motor Slip Regulation, the Hill Hold Control and the adaptive brake light are included in the all-in-one Tech Pack.

Overall then, KTM has made the bold claim and set a benchmark that the Super Adventure S is the ultimate high-performance Adventure bike. Well, only its customers will have that final say.

For me, keen to put one through its paces, it's a case of watch this space but, on paper, I'd love to see KTM develop a more basic, litre version – something that can financially sit more comfortably with many a hard-working man.

It will be available from March 2021. Pricing to be confirmed.

More details and specifications, visit:

<https://motogusto.co.uk/ktm-1290-super-adventure-s/>



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IAM ROADSMART Why IAM training

Dom Humby has been riding on and off for over 15 years, a reasonably modest amount of time in the saddle given the number of motorcycling-related incidents during his riding career.

So why, after all this time, did he decide to do his training with IAM RoadSmart?

Thinking I was a great rider as it was, I had only considered doing my IAM Motorcycle Rider qualification in the last few years. I thought I was fairly competent until I rode with the editor of *MotoGusto* who has held an advanced licence for over 30 years. It prompted me to consider how I could improve my skills in making safe progress.

The first day was an assessment ride and, although I didn't do too badly [cough, cough], needless to say, there were areas for vast improvement.

Following the IPSGA (Information, Position, Speed, Gear and Acceleration), it breaks down everything you need to do in any situation before you've even got there. It aids to create a plan to work on the safest way through each hazard then linking it directly to any subsequent

hazards that may follow. Various acronyms are used within the IPSGA format like TUG and OAP. None of which I will enlighten you to yet; you'll need to get yourself on to a course to find out. Trust me; when you know, it'll be worth it. Regardless of how good a rider you think you are, register yourself to do a course. If you complete it with ease, feel proud that you were right. You could bag yourself some insurance discount too.

Unfortunately for me, I chose 2020 to start my training. Subsequently, plagued with lockdowns, I haven't been able to complete it, but hope to recommence it soon. That said, my Instructor, Steve, has been top-notch.

Keep a watchful eye in the coming months as I will be continuing my training with East Sussex Advanced Motorcyclists (ESAM) but once completed — with tiers and lockdowns allowing — there will be a full rundown of my training journey and what to expect.

For more information, or book yourself a course for £149, visit: www.iamroadsmart.com

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FOUR PRODUCTS REVIEWED

Phone mount comparison

As a follow on from our detailed SP Connect phone mount feature in the last issue, **o75** put it up against three others for an all-round comparison. Which did he favour?



The popularity of mounting smartphones onto the handlebars offer riders with a music system, SatNav, comms and other features. However, a small number of users encountering issues with their phones were quick to complain on social media and blame the phone mount manufacturers.

In reality, the phone mount merely transmits the engine and road vibration to the phone which can be incompatible with the sensitive features found in some models; after all, we are placing devices into an environment they weren't specifically designed for. To react, SP Connect offers an Anti-Vibration Module with Quad Lock releasing late summer of 2020, its Vibration Dampener. So then, with a new iPhone 11 Pro in my hand which phone mount would I be comfortable and confident using?

In an early vid by RTW Roxy, riding her Fireblade around the world, I recall she used a rubber-based strapped mount, so I bought a similar one for just £8.99 from Amazon. Oxford Products kindly donated a new Cliqr for review, priced at £29.99. We then have Quad Lock (c.£62.90) using the Vibration Dampener (£15.95), and SP Connect (c.£89.95) using the Anti-Vibration Module (£24.95).



The Chinese-made cheapie

Showing a lot of flex, which could help reduce vibration, this mount appears to be a good option for the price. A plastic brace has two protruding teeth to attach to the rubber belt around the handlebar; it mounts in seconds.

The phone can be located into the strapping and then into the locking module. With the four I am reviewing, this is the only one that can rotate through 360°. Putting it into use, my fear is the rubber strap could, and probably would, perish over time. If it snaps, the phone could disappear in an instant. In short, it merely does a job for the price, and you can't ask any more than that, but I would recommend buying an additional durable case.

Oxford Products' Cliqr



For around £25, the Cliqr is great value if you're after something practical. The mount is easy to fit and can be fitted in seconds. Two plastic tabs are supplied with extremely strong 3M self-adhesive; use one as a spare or attach it to another device. While the sales material shows it being applied to the back of the phone, I would strongly suggest buying a durable phone cover and sticking the tabs to it instead.

With a simple click, the tab locks into the mount. The phone can be mounted either in portrait and landscape. A button on the mount releases it with ease. The mount head can't be angled, limiting the phone's position, but Oxford Products offer a variety of mounts that may suit your bike better. The mount's arm does offer sufficient flex which should help to reduce vibrations. Overall, I think this is ideal for around-town riders who need to attach and remove their devices frequently and quickly.

Quad Lock

Quad Lock is a well-designed piece of kit using glass-filled nylon for high rigidity, mechanical strength for a high degree of toughness. It



offers a variety of options to suit many motorcycles.

With an Allen hex key, it only takes a few minutes to install. The multiple-mounting configurations of the stem can be adjusted to find the perfect angle for viewing. The protective impact-resistant phone case is inset with four teeth which would secure it to the dual-stage locking mount. It can then be rotated 360° at 90° intervals so can be viewed in portrait and landscape in an instant. The spring-loaded locking mechanism lever releases the phone with ease. A variety of additional mounting options and accessories are available including ball adaptor, mirror, fork stem mounts as well as wired and wireless charging. For harsh conditions, you can add an extra protective cover. Using Quad Lock attached to its Vibration Dampener, I would have no hesitation in taking this with me on my touring trips.

SP Connect



Another popular mounting system is SP Connect. Made from high-quality aircraft-grade aluminium, it is a very compact package. With an Allen key, it is fitted in just a couple of minutes and can be angled to any position the rider desires. The phone case offers a built-in mechanism which simply locates to the static mount and twists 90° to lock. While the SP Connect is the easiest to mount and remove it can only lock into portrait OR landscape, not both. If in portrait, and prefer landscape, be armed with an Allen key reposition the mount and rotate it 90°. A 'stand' is also supplied which can also correct the phone cover's locking mechanism if it is found in an incorrect position.

It is worth noting attachments are available for handlebars, such as those found on BMW's RT. In more extreme condition, an extra protective cover is available. With the anti-vibration device fitted, I would be confident to use my phone over many miles spent on the road.



Which one did I opt for? Check out my vid to find out.

#phonemount #motomount #cliqr #quadlock #spconnect

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The Biker and the Baroness

The Motorcycle Action Group (MAG) is the UK's foremost riders' rights organisation, representing the interests of the motorcycling community. **Andy Carrott** is MAG's National Vice-Chairman and despite lockdown still hasn't got his bike shed tidied up.

Sorry folks, but it's not a tabloid scandal worthy of the cover of "The Sun", it's more a story of dogged persistence and MAG achieving a breakthrough meeting with Minister for Roads. With continued meetings, hopefully there will be some good news to come.

Selina Lavender, Chair of the Motorcycle Action Group and Colin Brown, our Director of Campaigns & Political Engagement, will meet Parliamentary Under-Secretary of State, Baroness Vere of Norbiton. They will ask the Government to place motorcycling in the heart of the UK transport policy. Scooters and motorcycles are a vital part of the multi-modal future of transport, so transport planning and policy should support the choice to ride.

This sort of meeting doesn't happen overnight and results from multiple threads of engagement with the Government. Selina Lavender said, "I am looking forward to a constructive meeting which, I hope, will prove to be a breakthrough moment for us." MAG is promoting a multi-modal vision for the future of transport. In short, MAG wants a policy that boosts the benefits of the mode.

There are many issues that we need to discuss (and indeed are discussing) with Government — the very prescient problem of the expiry of CBT's during lockdown being just one and the most immediate for many riders — but this meeting with the Minister may help our issues start to filter down from the top rather than us trying to push them up from the below.

We have had success elsewhere and reaching an agreement with Transport for London to review a number of accident blackspots that threaten rider safety. Poor road design and reductions in road space being yet another issue for discussion. Similar engagement is taking place across the UK, for example, in Northern Ireland around the dangers associated with wire rope barriers, the outcome of which may influence their use elsewhere.

Political engagement at this level can be challenging for us as



The Baroness Vere of Norbiton

individuals to achieve. Still, we can all support it by writing to our MP's to ask questions of Ministers and Government Departments, mentioning MAG in the process. The more that motorcycling and the name of MAG is mentioned, the more we get listened to. Membership of MAG gives you access to digital campaign updates, enhancing your understanding of issues you may want to contact you MP about. You will also receive our bi-monthly magazine and access to discounted insurance, breakdown cover, etc. If writing to MP's is not your thing, you can still help by joining.

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TRACKDAYS

On track with No Limits

Ray Cross offers his first-time track day experience with No Limits Trackdays at Snetterton on his Suzuki GSX-R 750

You may not think it at times but (Brexit and Covid aside) our country is in a very fortunate position. Our little island is home to 17 different race circuits in the British Isles; eight are used for the British Superbike (BSB) Championships. Each location offers impressive speed, camber, apexes and everything in between.

Recently, I had the pleasure of attending a track day at Snetterton circuit, in Norfolk. There are a number of organised track days where members of the public can drive or ride around established motor racing circuits or, less commonly, on closed roads or disused airfields. It has been a dream for me for as long as I've held my licence. Frankly, I'm embarrassed and annoyed with myself for taking this long to get round to booking my first track day.

The idea of legally 'hooning' it round as fast as I wanted without any fear of the law removing my licence for doing triple-figure speeds is something I relished. Speaking of licences, you will need one for the vehicle you are using or hold a racing licence (ACU) for that event. Other requirements include having either one- or two-piece leathers that zip together in the middle, and an ACU-approved helmet.

Notably, all bikes must be fit for purpose. If it has a rear brake light, then it must be working. The bike, including tyres, must be in a good serviceable condition both mechanically and



bodily and suitable for its intended use on the track.

At most UK circuits, standard club race noise restrictions are limited to 105dB; however, other circuits (on specific dates) have more strict regulations and lower limits. It is worth checking before booking your event!

GET EXCITED

Typically a track day starts by signing on, attend the briefing, get the bike noise tested, sighting laps usually followed with six to eight 20-minute sessions on the circuit.

Due to Covid, it has changed. Providers are now emailing out links to attendees no more than 24-hours before the event with an online briefing video. It is compulsory to watch and gives you a breakdown with on-track etiquette, how the day runs and shows what different flags mean. Signing-on meant getting a wristband and sticker to place on the bike, denoted by the skill group you are booked onto: novice, intermediate or advanced. If you're unsure which group to book, ask the provider for advice. As it's been over a year since I last sat in the saddle, due to an RTC, and never completed a track day, I popped



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myself into the novice group. Safe to say, I didn't get much sleep the night before; the excitement on getting out on two wheels again was too much. It had been far too long!

Some providers allow overnight onsite camping and worth looking into. Garage spaces are first-come, first-served and provide electricity; great if you can get one. If not, and you need to run tyre warmers, it might be worth investing in a generator, and a gazebo to shelter your pride and joy whilst her tyres are kept toasty!

Back to the day itself and I was buzzing to get out on the track. The bike scraped through its noise testing – it registered 101dB in a 102dB limit; a pass is a pass!

OUT ON TRACK

All that stood between me and opening up my race-focused Suzuki GSX-R 750 was the advanced and intermediate sessions. Finally, my time had come and headed out onto the pit lane. A quick check of the wristband/noise pass sticker and I am off. You and your bike sweeping corners and tantalising straights; it's 2.97 miles of biking ecstasy. It's hard to put into words just how much of a thrill it was. The grip the circuit offers is incredible. The bike felt like it was on rails, the eye-watering speeds you reach on the straights. And the lean angles you achieve on the hairpins. It's a truly magnificent track only made better by the perfect weather conditions we had on the day.

I felt like I learnt something; how the bike behaves mid-corner and how much of a handful you can give it coming out of the bends; it wasn't just self-indulgence, it was educational. At least that's what I told my partner when she asked about it!

To wrap things up, I thoroughly recommend adding this to your bucket list. Go as fast or as slow as you like. Have heaps of fun and even learn



something about yourself or your bike.

I booked with No Limits Trackdays. They were excellent throughout the experience. The booking process was straightforward, highlighting changes brought with the pandemic. They clearly outline what to expect on the day and what safety measures would be in place.

In my opinion, the event was exceptionally well organised and accommodating even though they changed my event day and location from Brands Hatch. They were able to rent me tyre warmers at very short notice too. I guess Brands Hatch will be one for next time; strictly for review purposes of course!

www.nolimitstrackdays.com



YAMAHA 250

Torque induction

Biker Kaz had the absolute privilege of being asked by a chap, called Steve, if she would like to test ride his recently restored Yamaha 250. She can tell you, she didn't need asking twice.



After arranging a time and day to meet up, I was so excited; I have never ridden a two-stroke bike before.

Let me start with a little bit of history about the Yamaha 250.

Back in 1972, Yamaha first produced engines with reed valves, called Torque Induction. This system helped deliver more low-end power and quicker engine response over the entire RPM range. The 250 replaced the outgoing YDS7 model with Yamaha changing the front end and squeezing in some reed valves in front of the carb and into the backs of the cylinders. It heralded the start of a new era for two strokes.



The 250 was fast, light, flexible and handled. Yamaha added the 'Torque Induction' graphic to the side panels as a reference to the new system and continued to use a four bearing crank. The use of two main bearings per cylinder meant the RD's bottom end was always that little bit more resilient than other bikes on the market.

The petrol tank was fitted with a locking cap. The dashboard is simple yet elegant. Combined with functionality, everything you need is there: two idiot lights for the indicators and a bulb checker which was advanced for its day. The new black switchgear on both bars was easy to use and proved to be something Yamaha would continue to use on future models.

Steve bought his 250 in 1982. Back then, it was his second bike he used when it was raining as he didn't want to get his main bike wet.

A few years later, children came along, and the 250 was consigned to the back of the shed. Some thirty – yes 30(!) years later, the 250 was uncovered, and a meticulous restoration project beckoned. The bike was started and, amazingly, the engine roared into life straight away.

Steve, and his mate who was helping with the rebuild, started stripping the bike. The frame and the swing arm were sent off for powder coating, and the paintwork was re-done to, if I may so, a beautiful standard. To me the blue is iconic of the bikes from the seventies and has a lovely shine to it.

Unfortunately, the exhaust was not salvageable and had to be replaced with a new one, but it is a standard exhaust for that bike.



I love the long clean lines of the exhaust, and to me, it sets the bike off nicely.

The wheel rims and spokes have also been replaced, but the original hubs remain as do the handlebars, yokes and clocks albeit they have been restored.

The forks are original but were pitted, so they went off for re-chroming, but the rear shock absorbers had to be replaced. All in all, Steve says that about 80% of the bike's original parts have been restored and rebuilt.

I did not know, but there is a sixth gear on the 250, that has been blanked off. Later models use it.

Finally, the bike was back on the road, and Steve started riding it again. Until this point, the engine had not been touched but once running, it ran as well as it did back in the '80s. It wasn't until earlier this year that the engine was treated to the same meticulous rebuild that the rest of the bike has received.

In the saddle

So, my time had come to ride the bike. I jumped on the bike and went to press the start. It doesn't have a start button — it has a kick start. I had never used one before. I was fairly impressed with myself that I started it on the second kick. The smell of two-stroke was amazing. I am of the firm opinion that you can't beat that smell. If only they would bottle it!

I set off, I moved into second gear and got a false neutral instead. The engine revved a little; I was wincing to myself at this point. Sorry, Steve!

As I pulled away and got the rest of the gears okay, the bike came to life. It was so easy to ride and smooth. It just handled the corners effortlessly. The noise and the smell was terrific. I could feel that I had a huge grin on my face. I was loving it.

As riders of two strokes know, they tend to have a relatively narrow power band for the size of bike, but once you get it into this rev range, it goes really, really well.

Obviously being somebody else's bike, I didn't feel that I could

go too far, but I still managed a nice ride on some roads I know.

Compared to modern bikes, which let's be honest, makes it pretty easy for you, it is a whole new way of riding. You really feel that you are riding the bike, reading what it wants and how it wants you to do it. Before this, I was never sure that I fancied a classic bike, but now my opinion has firmly changed.

The only downside were the brakes. The brakes reminded me of my '65 Mustang. If you wanted to stop, I found it prudent to give it a weeks notice. To be fair, they were substantially better than the Mustang; I suppose I am used to riding a modern bike with ABS. Pretty soon I adjusted my riding to take account of the brakes, and once I had done this, they were no problem.

All too soon, my ride was over. I parked the bike, and reluctantly handed the key back to Steve. What an awesome bike it is. Yamaha certainly knew what they were doing.

I definitely needed a two-stroke in my life. They are just so much fun, and the grin factor is right up there.

Thank you, Steve, for allowing me the opportunity to have a ride on your 250 pride

and joy. I can definitely see why you love it so much.

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UCLEAR MOTION INFINITY

Riding with Motion

As more cost-effective alternative to motorcycle communications **James Pescatore** reviews uClear's Motion Infinity

Riding in the winter is never fun, slightly more so when it's for work, and you're getting paid mileage, but you do need a reliable and robust comms kit to guide you on unfamiliar roads or around diversions. And then your

comms kit fails or breaks and you panic! Introducing the UClear Motion Infinity.

Boasting some impressive features, and a rugged control unit, I was pretty excited to be asked to put it through its paces on the mean streets of the south coast in all weathers. And boy, oh boy, have we had some weather!

The first task, remove it from the box and install it in my Shark Skwal.

Unboxing it, I found a small control unit, a USB C cable, various mounts and a handy set up guide. Wait! There's an app for this thing too? Whoa!

I duly installed the app, powered the comms unit on and registered it. Not only does the app have a built-in equaliser, but it also has voice controls, gesture control and a crash detection feature that calls your nearest and dearest to alert them. Pairing with the app and your phone is nice and straightforward and worked first time without problems.

Next, connecting the speakers and mics up — all done via one USB C connector into the unit. Again, keeping it simple! After some fettling with cheek pads and getting the speakers and mics set up, it was all done in less than ten minutes. It was then attached to the helmet by a 3M sticky pad attached to the mounting bracket and voila! All setup and fitted!

Functionality and gesture control

Time to test the audio playback quality. Helmet on and Spotify loaded, I selected a playlist and was pleasantly surprised with

both the depth of the music and sound quality. Changing tracks, altering volume, starting/stopping the music was easy with gesture control. Okay, I

looked a bit of a plum sat in the lounge with my helmet on gesturing to test this, but only

the cat was around to judge me, so it's all good! I tried the button control with

gloves on; all worked gloriously well!

Had to have a play with the equaliser in the app too — the ability to adjust the sound to your personal preferences was unique and an experience I enjoyed immensely! I love a variety of music when I'm riding, so the ability to tune the listening experience to my musical taste was a breath of fresh air.

I left home very early the next morning with some tunes playing. Halfway through the 17-mile commute to work along the coast in the fog and cold temperatures, I decided to test voice control out — and it all worked gloriously! Yes, I spent time previously upgrading the firmware and setting up the voice recognition, but out on the road, skipping tracks and adjusting the volume was nice and simple!

Then I started to use the gesture control while waiting at a set of red lights. I was waving my hand around like a lunatic, much to the chap's amusement in the van next to me. Again, it worked perfectly; I had a HUGE smile on my face.

Fast forward through a few weeks of testing, and the chance to test the unit with a work colleague working in the same area that day. He also has comms installed. Time for a little ride out!

Before we set off, the dreaded set up (as found with other communication kits) had to happen. Even though my colleague was using a different brand, both connected with zero issues. Admittedly, I had to check the instructions, but they're on the app, so I styled it out and made it look like I knew what I was



doing while reading how to pair the kits.

The range on this unit states three-quarters of a mile in ideal operating conditions. And these were most definitely NOT ideal conditions! Picture the worst kind of driving rain coupled with gale force winds along coastal roads, and you'll get the idea. The spray from the sea was also on the road; it was that bad.

Off went my colleague with me following. He was chattering away to me about the weather, Christmas, Covid and all the other usual chit chat as we rode along.

I suggested we increase the distance between us to test, and he shot off about 600 metres up the road in traffic. Still crystal clear! Admittedly, the rain was lashing down, and the wind made it fun keeping the bike upright, but the comms kit was working both ways perfectly.

My colleague then went a little further away from me, and although the audio started to break up, I was impressed that he managed to get around 750 metres from me with zero negative effect on the comms unit until that point.



We decided to test the call audio on the unit while one of us was riding. So off I went, and my colleague called me.

I used the button on the unit to answer the call, and call audio was crystal clear the whole way through thanks to their patented DYNAMesh audio. My colleague also said that he could (unfortunately for him) hear me fine and that the mics were picking up my voice well even though it was blowing a hoolie out and I was accelerating away quite hard.

No delay in audio, no interference at any tested speed in torrential rain and gale-force winds. Very impressive, given the



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Pros: Small, lightweight, easy to install, crystal-clear audio playback with equaliser in the app to customise your sound; great mic pickup courtesy of the patented DynaMesh system; gesture control; voice control; easy-to-use app; and uSafe Crash detection

Cons: Positioning is tricky to get right, so your shoulder doesn't get in the way of the gesture sensor, but you

conditions we were riding in.

I've used this on clear days, dry days, foggy days, horrendously wet and bitterly cold days and all types of weather in between and the unit has never let me down once. It's a significant improvement over previous kits I have used.

I also noticed that with uMove, when you put your helmet down, the unit will power down but will power up when you put the helmet back on saving battery power. It will also fit a variety of helmet types including full-face, modular, off-road, 3/4 as well as 1/2 helmets (with long earbuds).

After-sales support is available through local distributors, and the warranty is two years for the control unit and one year for the accessories. Having not experienced any issues, I can't say whether the after-sales service is good or not, but based on the build quality, and how the unit performs, I suspect the support would be fast and efficient.

All in all, I cannot recommend this unit enough. It's tiny, robust, discrete, easy to install and able to be used safely whilst riding, and the audio quality is, quite frankly, the best I have ever had in a helmet for music, navigation and calls.



If you want good quality, safe to use audio when riding, then this unit is great. If you want to delve into the app and explore all of the extra features, then you can too.

With firmware updates available via cable or wireless (wireless takes a little while longer than cabled), I can't see why this wouldn't be a good choice for all riders in all situations whether on-, off-road, or a mixture of the two.

In the time I've been testing this device, I've done my best to put it through its paces and take it out of its comfort zone. It never struggled or let me down during this time, and I look forward to using it for a long time to come.

can turn it off in the app, or you can reposition it until you are satisfied; Price – the unit is expensive, but comparing the price to other similarly well-known units, it's in line with what you would expect to pay with lots of additional, and useful, features; cable from the unit to the speakers and mics can be quite troublesome depending on where you mount it. I found tucking it under the rim of the helmet resolved this with the aid of a small cable tie to get it to wedge in and hold. In an ideal world, a clip that slides between the shell and helmet linings to contain it would be welcomed in future revisions.

SPECIFICATIONS

- Bluetooth: V5.0 (BR/EDR/BLE), Class 1
- Profiles: HSP, HFP, A2DP, AVRCP, GATT
- Intercom Range: Up to 1.2 Km (0.75 mile) per person in optimum conditions
- Talk Time: Up to 18 hours
- Standby Time: 400 hours
- Operating Temp: -40°C (-40°F) to 60°C (140°F)
- Charging Temp: 0°C (32°F) to 45°C (113°F)
- Charging Time: 2.5-3 Hours
- Controller Size: 72x44x26mm (2.8x1.7x1 inch)
- CLEARLink Mobile App: Android 4.2 or later; Apple iOS 8 or later
- Warranty: 2 years for control unit; 1 year for accessories

For more info and to find a distributor, please visit www.ucleardigital.com/motion-series/

DUNCAN GOUGH

Back Roads of Spain

Adventures on a motorcycle captures some amazing experiences. To encapsulate and share with others is what Duncan Gough has done. **Ray Cross** reviews his book *Back Roads of Spain*



unique and personal view of Spain's roads. He is presenting a comprehensive picture of the sights, routes and places to eat. The book is a one-stop-shop for those of you who are perhaps planning to take your bike and follow in his footsteps. One thing I love about this read is how the author is able to immerse you with the sights and smells along the paths he crosses. There's such terrific detail when describing some of the locations you can't help but feel as though you've been there already.

Duncan's passion for riding, and Spain itself, really comes across. Given that the book chronicles his adventures for nine years from 2000. There's a great wealth of information and experience he's gone through cleverly injecting his words with

humour and wit. I found the ride he undertook from Aberystwyth to Burgos a fantastic read. With his '99 Moto Guzzi, spanning more than 2,100 miles, it seems he details every little nuance he encounters across the way. Pictures and hand-drawn maps also accompany this adventure. In fact, these are featured throughout. You can tell he's taken the extra time to make this book as impressive as it is. I love how he's even included his own tapas recipe and Spanish vocabulary guide at the back of the book. It's a nice touch.

Even if you've got no interest in biking whatsoever, this is still a solid buy. It offers Trip Advisor-

like recommendations but with much more elaborate detail. You don't need to be on two wheels to appreciate that! In short, I'm really thankful to Duncan for sending me this book. It has created an almost overwhelming desire to travel across Spain.

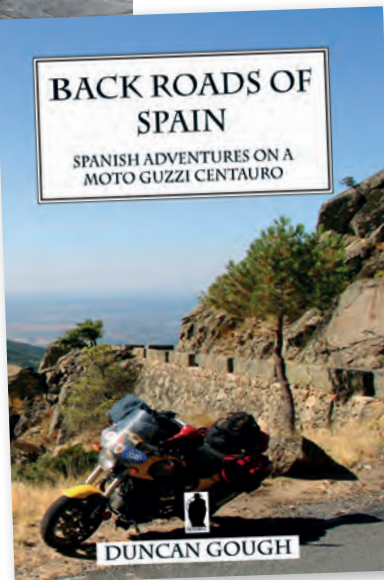
The book can be found online at Amazon, Waterstones and on his official website www.duncan-spanish-travel.com/

<23>

I don't know about you, but whenever I go on holiday, pre-Covid of course, I always scan the roads and wonder what it would be like to revisit these roads on a motorcycle.

Like other Europeans, I have visited Spain on a few occasions to experience its beautiful weather and a more laid back approach to life. As yet, I haven't toured there though, and if that day ever arrives, I would like to think I'm well prepared. From a true gentleman, Duncan Gough, he kindly sent me his book *Back Roads of Spain*. Ever since I've been nestled in the literature for the last few weeks; I have thoroughly enjoyed turning each page.

The book's title leaves nothing to the imagination as the guide will give you a



PHOTOGRAPHIC EVIDENCE

Pothole incidents

Philip 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. Here are 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.

3. Take photographs from approaching distances to the pothole of 100, 75, 50 and 25 metres, and then close up.
4. 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.
5. 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. If you have a question email: philip.scarles@taylor-rose.co.uk or visit www.taylor-rose.co.uk



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Get your life back on track

Motorbike accidents can be devastating, often resulting in injuries that change your life forever. This can affect your ability to work and future career aspirations, which could result in significant loss of earnings, pension and benefits.

But with the right legal support, a successful personal injury claim can help get your life back on track. As a personal injury solicitor, my priority is to help you on the road to recovery. This includes obtaining the best outcome on liability, getting you the best rehabilitation and securing your future.

If you would like to discuss a new or ongoing case, contact
Philip Scarles at Taylor Rose MW Solicitors for a free initial
enquiry: philip.scarles@taylor-rose.co.uk or call 01732 758 544.

www.taylor-rose.co.uk



BRUHL MOTORCYCLE DRYER

Fed up hand-drying your beloved? Well,



blast away water in seconds, leaving the entire motorcycle dry, with minimum fuss with Bruhl. The powerful dryer uses a 1600W turbine to blow away water from the most difficult-to-reach areas which could be prone to corrosion. Several features have been developed including a filtered air intake, to provide a debris-free blast of clean air. The bright red power lead is highly visible, reducing trip hazards, and protected by an RCD 'trip switch' to prevent the risk of electrocution — very important when using electrical appliances in wet conditions. It comes with a two-year manufacturer's warranty.

PROS: Rids water from tough-to-reach places.

CONS: None.

PRICE: £119.

VISIT: www.bruhl.co.uk

SIMPSON VENOM SOLID

Few helmets have made such a mark on the bike world as the Simpson Bandit which was first



launched in the '70s. It was a super-high quality lid built for American car racing but didn't comply with UK motorcycle helmet rules. Now riders can recreate their biking youth, with the latest Simpson bike helmet — the new Venom which is totally compliant with ECE 22-05 regulations. The standard Venom boasts the very latest composite Maxx-3C shell material, removable/washable lining, advanced venting, inner sun visor, quick-release Pinlock Max Vision equipped visor (Max vision insert is included). Intercomms can be installed.

PROS: Lightweight and classic Simpson style.

CONS: One-year warranty.

PRICE: £299.99

VISIT: www.oxfordproducts.com

FORMA ADVENTURE BOOTS

UNDER REVIEW: Constructed with oiled full-grain leather upper, and anti-slip/anti-solvent rubber sole, the latest Forma Adventure boots live up to their rugged reputation.



With a Drytex tubular waterproof & breathable liner, gear pad, adjustable Velcro tab and quick-release buckle closure, rear reflective insert, shin & ankle TPU-moulded protection, extra soft polymer padding with memory foam, anti-shock EVA midsole & midsole half-shank reinforcement and a replaceable anti-bacterial footbed with APS (Air Pump System), it is easy to see how these boots could tackle anything.

PROS: Waterproof/breathable liner. Quick-release buckle closure system. Memory foam padding.

CONS: 200 miles riding need to wear in.

PRICE: £219.99.

VISIT: www.getgeared.co.uk

HELD TIVOLA ST

UNDER REVIEW: This jacket features a DuPont® Cordura 500 D outer shell combined with a GORE-TEX® Z-Liner membrane.



The Held Tivola ST jacket is ready for anything! Four exterior pockets and one interior pocket give you sufficient space for small items. The light panel system (additional accessory) means you can be more visible in low light conditions. The system is also straightforward to install. Held's 'clip-in' technology also gives you the ability for year-round use with ease and comfort that outperforms other garments of a similar price point.

PROS: 'Clip-in' technology, GORE-TEX Z-Liner, and additional LED accessory kit.

CONS: None found before long-term testing.

PRICE: £439.99

VISIT: www.motocentral.co.uk

REVIT CORE

The Revit Core is a practical yet affordable mid-layer jacket from our friends at Revit. Designed to be worn underneath any protective outer jacket, this could be the missing ingredient from your winter set up. On test, we've found it very effective even without the thermal inner with our long term Halverssens Walkyr. The Core jacket is made from a lightweight polyester 20D ripstop, making it easy to carry with you or stow without having to lug around a bunch of extra heavy layers.

PROS: Lightweight and breathable. Easily packable and foldable. Relatively low cost.

CONS: Unlike some mid-layer jackets, it doesn't lend itself to be worn as a casual jacket.

PRICE: From £59.99

VISIT: www.motocentral.co.uk



SENA 3S BOOM & UNIVERSAL



Sena Technologies has introduced two updated versions of the entry-level 3S headsets for motorcycle and scooter helmets. Available with Bluetooth 4.1, to deliver HD Intercom, the two new 3S PLUS versions have enhanced range, plus voice prompts and smart intercom pairing using the Sena Utility App.

Built for open-face helmets, the **3S PLUS Boom** has a sleek design. With easy-to-use controls seamlessly incorporated into the boom mic, it eliminates the need to attach any external elements to the helmet shell. And with its unified speaker construction, installing it is quick and easy.

With a larger, external two-button control, the **3S PLUS Universal** attaches to the helmet's shell for easy control access and a minimalist look. In order to assure the best fit, it comes with two wired microphone extensions — standard and boom.

Both versions have two-button control to operate the various functions of the headset. The range for two-way HD intercom is increased to 400 metres (approximately a quarter of a mile), with Advanced Noise Control to filter out wind and background noise, for crystal clear conversation. The 3S PLUS headsets also support smartphone connectivity, which allows users to pair a phone in order to listen to GPS directions, take phone calls, or stream music.

For added convenience, the Sena Utility App allows users to easily configure their Sena device, changing feature settings and smart pairing.

PROS: Practicality and price.

CONS: None that we're aware of.

PRICE: £99

VISIT: www.sena.com

BLUESKYSEA B1M

The B1M is an IP67-rated, simple front- and rear-view motorcycle dashcam system. Using Sony's IMX323 sensor technology, it provides high-quality recordings. Simply fit and forget. It will automatically record whenever the engine is running. Recordings can be viewed using the app on your smartphone via WiFi. Continuously recording a loop, it will overwrite old files in order when the SD card reaches capacity. Adopting a three-axis G sensor, footage will be saved in an impact. You can manually lock videos using the wired control button. Both cameras use a 135° wide-angle lens capturing footage at a resolution of 1080p at 30fps.

PROS: As a budget-based dashcam, it's great value for the price. A 64Gb SD card is included.

CONS: No GPS but Blueskysea offer alternatives.

PRICE: IRO £135

VISIT: www.ebay.co.uk/p/26036011017



SDOC100

Keeping your gear clean

Stand first. **Emma-Lucy Cole** reviews Dr. Wack's SDoc100 Technical and Leather Wash and Reproofing Spray

After complaining that my jacket was not really standing up to rain, the team at MotoGusto sent me these two products to test out: the technical wash for cleaning kit and a reproofing spray to make it waterproof again. I tested them both out on my winter jacket, winter trousers and winter gloves.

I should add that I wash this gear at least once each year — usually before putting it into storage as the seasons change and I get my summer kit out — but because the jacket is pale there are stains across the front from road oil, dirt, and unfortunate bugs. This cleaner actually got most of those out efficiently. Although my trousers are black, the red trims on the ankles are definitely brighter and cleaner. It has a very strong smell though, which I do not particularly like but I'm sure it will fade fast when riding in the wind and rain again!

The proofer was less successful, especially on my trousers. Once clean and dry the spray can be liberally applied outdoors, and up to two coats can be used. I used this on three garments, and there is only a little bit left so that gives you an idea of how long the can will last. There is the option to use a hairdryer to secure the chemical into the fabric so began to use this on the jacket. To be honest, the smell was so unpleasant it was a short attempt. I decided to test under extreme conditions — thinking about those days when the skies drop on you when you are hurtling along the motorway — by getting my mum to aim the hosepipe at me! The jacket stood up reasonably well to a point although I was slightly damp underneath; the trousers and gloves were saturated.

PROS: The cleaner is great. It removes grease and oil stains efficiently and easily in the washing machine. The proofer is okay as



a top-up for garments which you might wear in a drizzle. The instructions are clear and straightforward on both products.

CONS: The proofer is limited, but then I was testing under extreme water circumstances, so for a general bit of extra water resistance, it would definitely do the job. Admittedly, my trousers didn't fare well. As it only mentioned as an option in the instructions, I had not used heat to seal the spray. This might be the reason why it was less effective. I couldn't cope with the chemical smells, but that's a personal preference, and most people won't be bothered by it at all!

Would I recommend it?

The cleaner I would recommend. It really did brighten up my gear and got rid of stains; especially useful on lighter jackets to help maintain visibility.

After battling with the proofer, I was ambivalent about it — useful as an extra light layer of water protection, but overall I'm not sure I would use it again.

Emma is a motorcycle writer, speaker and explorer.
Follow her via www.emmalucycole.com

MOTOGUSTO'S MALLE MILE ENTRY

CCM R30 Supermoto

Having attended the Malle Mile a few times, our editor, **John Allsopp** hankered after participating. Hence 'Project MotoGusto Malle Racer' was born.



Our mission — which we've been told we will be accepting — is to participate in the Malle Mile to be held at a location to be confirmed in July. Our weapon is a 2003 CCM R30 Dual Sport Supermoto.

This 53bhp British-built thumper uses a bullet-proof Suzuki 644cc single-cylinder air/oil-cooled four-stroke engine. Being lightweight, it is torquy and flickable. We would expect a ton of traction exiting corners. It has a slick five-speed gearbox and a race-derived suspension package composing of Pailoli 46mm telescopic front fork and an adjustable WP monoshock rear. Brembo provides braking reassurance.

We will be making numerous adjustments, including spoked wheels and off-road tyres to suit the forthcoming event.



Eventually, we will be wrapping it in MotoGusto branding.

So, keep tuned to see the highs and lows of 'Project MotoGusto Malle Racer'. We will certainly keep you updated on social media with an abundance of scraped-knuckle images and oily fingernails as work progresses.

Now, more than ever, we need to focus on the good times on the horizon, plan for adventures and get ready for a wild summer ahead!

SAVE THE DATE: The Malle Mile #7 will be held on the 23rd-25th of July 2021!
#TheMalleMile #TheMalleMile2021
#malle mile #motogusto #projectmalleracer



WS MBA

Band of brothers

Raising over £150,000 for charitable causes, Widows Sons is proving to be a leading light in Freemasonry.

From its humble beginnings in Illinois, America in 1998, a small group of motorcycling Masons sat together and formed the first Widows Sons chapter.

Since then it has grown into the world's largest Masonic Association putting Freemasonry into the heart of communities worldwide. It is open to all Freemasons who enjoy motorcycling and have a desire to ride with and associate with their fraternal brothers. Widows Sons Masonic Bikers Association (WS MBA) is not a Motorcycle Club (or 'MC'). The first UK chapter WS MBA was formed in the Nottingham area 16 years ago. Since that time, the WS MBA has established 27 Chapters across the UK and Ireland with over 1000 members. It is the only Widows Sons organisation in the UK recognised and endorsed by the United Grand Lodge of England.

The goals of the organisation are: to introduce the pleasures of motorcycling to their Masonic Brothers; raise Masonic awareness within the world of motorcycling; and support our regular Masonic Lodges and Chapters through regular attendance and assisting events.

In 2019, the WS MBA nationally raised and donated in excess of £150,000 towards charitable good causes.

In addition, many served the community as members of the Service by Emergency Response Volunteers (SERV). SERV is an independent charity and member of the Nationwide Association of Blood Bikes. They ride in all weathers, day and night, to help to save lives by transporting urgent medical equipment and supplies to and from hospitals and patients across the country.

Whether helping to save lives, delivering chocolate eggs to children in hospital at Easter, toys to needy children at Christmas, or supporting charities right across the UK, the Widows Sons has proven to be a leading light in Freemasonry.

In addition to supporting good causes, their visibility in the community helps attract more good people



into Freemasonry. As a result, WS MBA is planning to consecrate its first formal Masonic Lodge in the UK during 2021.

Widows Sons West Kent Chapter obtained its Charter in July 2018 and, whilst affiliated to the Widows Sons nationally, operates autonomously within the Province of West Kent. It is a member of the British Motorcyclists Federation, has four active serving members of SERV Kent. It also has several trained 'first aiders' under the Kent Fire Brigade's 'Biker Down' scheme.

Last December, Widows Sons West Kent Chapter held its annual 'Toy Run' when it delivered over 1,000 gifts for Bromley's needy children to the Bromley Children and Families Voluntary Sector Forum (representing some 15 local children's charities). Toys were purchased with funds donated by Freemasons throughout the Province of West Kent. The fantastic event was attended by the Mayor of Bromley, Cllr Hannah Gray, and West Kent Freemasons' Provincial Grand Master, Mark Estaugh.

In an initiative run by the new Mayor of Bexley, Cllr James Hunt, Widows Sons West Kent Chapter also delivered gifts to help bring joy and happiness to disadvantaged children living in Bexley's Borough.

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