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COMMENT & CONTENTS

The nights are drawing in. Some will be thinking of storing their pride and joys away until the spring whilst some will ride on through the winter. Whatever the choice, we are sure that we all look forward to the return of warmer and longer days to indulge our passion.

Whilst many events have been cancelled this year, there have been notable exceptions with the Malle meetings and the Overland Event carrying on, albeit in an adapted way. Also, in our various travels, we've seen established meeting places such as Rykas and Loomies with full car parks. These things have shown that riders have still been getting out there.

In this issue we look at some great adventures, products and exciting plans for racing on the Isle of Wight in 2021. We have some exciting plans for 2021 too, so do check our website www.motogusto.co.uk as they unfold.

Enjoy the read, enjoy the ride,

John Allsopp, editor



John Allsopp, editor

CONTACT US

John Allsopp
john@motogusto.co.uk
07592 193399

Dom Humby
dom@motogusto.co.uk
07792 922160

Dean Cook
dean@motogusto.co.uk
07884 263804

Nick Tunstill
nick@motogusto.co.uk

www.motogusto.co.uk
F.I.T. #motogusto

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AROUND THE WORLD... ON A SCOOTER WITH A SIDECAR?



The Sidecar Guys, aka **Matt Bishop** and **Reece Gilkes**, circumnavigated 34,000-miles around the world adventure on a 279cc Honda scooter attached to a sidecar. **Matt** gives us a brief insight into their adventure encapsulated in their new book *Our Ridiculous World (Trip)*.

On the 21st of October 2017, I found myself driving off from London's iconic **Ace Cafe** on a scooter with a sidecar. Beside me was my childhood pal Reece Gilkes and our destination was the spot from which we were leaving. We were planning to be the first people ever to drive around the world on a scooter with a sidecar. With us on the start line were 65 other people. They were there to ride with us in convoy to Paris. All of the vehicles were stickered up with the UK Modern Slavery Helpline number, and the riders had their nails painted fluorescent yellow to raise awareness of Unseen UK's 'Let's Nail It' campaign. That day was a brilliant start to achieving our goal of raising awareness of modern slavery and human trafficking by circumnavigating the globe on a scooter with a sidecar.

A few days later, our convoy returned home, and we set off south. With no experience of driving a scooter and sidecar whatsoever, we were set for a baptism by fire. We had never ridden a motorcycle before planning the trip, and we had no idea how a scooter worked, let alone how to repair one. We were completely clueless, but we ventured south anyway. Cut



to a couple of months later, and it's New Year's Eve. We were broken down on the side of the road in the middle of the Sahara Desert. There was something mangled hanging out of our idea wheel. The sun had started setting, and we had no idea what it was or how to fix it. We were staring down the barrel of whipping the tent out and watching the new year come in under the stars when a local guy pulled over to help us out. Within a couple of hours, the police were with us. They sorted us out with a recovery truck, and we ended up making it through to the local town of Hurgada. We were completely tired out but managed to stay up to watch the fireworks before crashing out in a dodgy hotel room. We spent the next day, New Year's Day, learning what a wheel bearing was.

This experience set the tone for the entirety of 2018. We

would drive until something broke and then learn what it did later. It led to some stressful times but some amazing experiences too. We scooted the entire length of Africa from Alexandria, Egypt to Cape Town, South Africa. We broke down numerous times and were always rescued by a random member of the public. Everyone we came across just wanted to make the trip a success. Even when we had no problems at all, we were welcomed into people's homes, offered meals, invited to weddings and generally included in the everyday life of the people we met. This wasn't just the case in Africa though and continued throughout the entirety of the trip.

By March 2018, we had made it to Santiago, Chile. From here we drove north to Cartagena, Colombia, tackling the Atacama Desert and the Andes en-route. The scooter, a Honda SH300i, performed brilliantly throughout the trip but it drew the line at the Andes. We ended up taking it off-road at 5000 metres above sea level in order to get into Bolivia. That was where we learnt that scooters need oxygen too, and we spent a couple of days walking alongside the outfit or physically pushing it uphill. The altitude sickness was horrible, but we were helped by the local people and rewarded with the most incredible scenery. Once we were through the off-road section, we travelled past the salt flats in Bolivia and into the lush jungle landscapes of Ecuador, Peru and Colombia until we arrived at the tropical coastal town of Cartagena.

Next, we shipped the sidecar around the Darien Gap and all the way to Mexico where we headed north from the Yucatan, through the States to Vancouver, Canada. By the time we had got to Vancouver, we had been riding for almost a year. With a lot of hot desert riding, pushing through the Andes and endless self-inflicted breakdowns, it had been the hardest thing we had ever done. Little did we know that what lay ahead of us would dwarf the challenge we had just survived.

After a month at sea, the sidecar met us in Vladivostok in far eastern Russia. We had hoped to go to Singapore from Vancouver but visa restrictions in Iran, the costs of China and



Learning mechanics the hard way in Ethiopia



Cruising in Ethiopia



Reaching the equator in Nanyuki, Kenya



Russia's snowy hills at -40°C

the snow in the Himalayas meant there would be no road home. Our only option to achieve our goal of driving back to the Ace Cafe London was to take the Trans-Siberian Highway. Followers and parents pleaded with us not to take on the Russian winter, but after a year on the road there was no way we were giving up on riding home, and we didn't have the time or money to wait for spring.

After the faff of importing the bike, we set off west in early November. The first few days were a doddle, a cold -5°C or so, but clear roads and easy scooting. Then the snow started falling, and the temperature fell with it. Over the next six weeks, we hit a low of -40°C, and we rarely rode at warmer than -15°C. The roads were mainly ice or thick snow, and we were on summer tyres. Trucks were flying past us as we slowly trundled down the highway, trying our best not to slip into them. At those temperatures, nothing works, and everything hurts. All of your batteries freeze up, so no navigation or cameras and no visors either. Despite having a Pinlock system, the visors just freeze over, and you have to lift them up and let your face ice up too. It was terrible and truly dangerous, but as was the case with the rest of the world, the people saved us. We were welcomed into people's homes, fed hot meals, handed coffee by passing truckers and given an endless supply of vodka in the evenings. One man in Siberia handed me another glass of vodka and hit the nail on the head as he said, "we think you are starting to realise, it's not the Russian weather you need to be careful of, it's the Russian hospitality." He was right; the hangovers were a hazard!

Somehow, we survived the cold (and the headaches) and we made it the five and a half thousand miles from Vladivostok to Moscow, just in time for Christmas. From there it should have been plain sailing back to the UK, but nothing's easy by scooter and sidecar and, after 33,000 miles of insanely tough riding, our engine gave up on us in Poland. Fortunately, the Poznan sidecar club (yeah, that's a thing) were on hand, and they found us a new engine on Polish Gumtree. During a weekend of maintenance, we swapped in the new one and strapped the old engine to the back of the sidecar.

On the 19th of January 2019, we stumbled over the finish line at the Ace Café as the first people to ever circumnavigate the globe on a scooter with a sidecar.

We received the Guinness World Record for the longest journey by scooter and sidecar and our 34,000-mile-long journey through 35 countries was the experience of a lifetime. The trip raised over £7,000 for charities fighting modern slavery. It was a roller coaster of a ride and full of crazy stories.

**Read our book review *Our Ridiculous World (Trip)*: <http://bit.ly/Our-Ridiculous-World-Trip>
Visit: www.AsSeenFromTheSidecar.org.**



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SALON PRIVÉ AND THE DESIRABLE MOTORCYCLES

Many motorcyclists may not have heard of the 'Salon Privé Week' because it is primarily a prestige car concours event similar to Pebble Beach in the USA to name just one similar gathering. Here you can normally expect to see the latest and rarest prestige and sports cars 'in the flesh', as opposed to the pages of glossy magazines, alongside some very rare historic cars. Cars like Ferrari, Lamborghini, Bentley, and Bugatti abound alongside some lesser-known high-performance cars that showcase automotive engineering at its best and in most cases it must be said, expensive! **Ian Kerr** heads off to the historic grounds of Blenheim Palace in Oxfordshire.

Motorcycles have always played a key role in the event from its inception and, despite the restrictions imposed by the pandemic, it managed to run in late September giving a few owners of some rare and desirable motorcycles the chance to exhibit alongside some very expensive and unique classic cars (and the odd helicopter!) in a splendid, relaxed setting.

This year, due to a slightly depleted field caused by Covid-19, the judges just had three classes to examine, Ducati Icons, Exceptional Street Motorcycles and Exceptional Competition Motorcycles with an additional award for the 'Most Spectacular Motorbike' being granted by the host, the 12th Duke of Marlborough.

The very difficult task of judging was carried out by Mike Jackson, who held a number of key roles in the British



1974 Ducati 750SS



Ex-Vic Eastwood CCM



1981 Suzuki RG500



1914 4 1/4 Triumph roadster

Motorcycle Industry, television presenter Henry Cole, journalist and Concours judge Dennis Frost and commentator and former Grand Prix motorcycle racer Steve Parrish.

The Ducati class was dominated by twins and was in fact won by a 1974 Ducati 750SS 'Green Frame' round case model which is just one of only 401 produced. It was up against a 1976 750SS and a 1975 900SS and two immaculate 250 singles.

In the Exceptional Street Class, a fairly original 1914 4 1/4 Triumph roadster rubbed shoulders with a very shiny 1939 AJS 2A that went on to scoop the Duke of Marlborough's award. The class was won though by a unique 1965 Norton Unified Twin prototype that never made it to production.



1939 AJS 2A



1950 Husqvarna Drombagen Dreambike

The Exceptional Competition Class saw an ex-works BSA B50, an ex-Vic Eastwood CCM and a very shiny 1971 Ducati Desert racer go up against a 1981 Suzuki RG00 and a Ducati 851 and a rare and unusual 1950 Husqvarna Drombagen Dreambike sports bike.

However, as one might expect, with one of the judges – a certain Mr Parrish being an ex-Suzuki works rider – it was the Suzuki that took the chequered flag for first place.

It is not all about classics though as Krazy Horse, probably best known for their custom bikes, were exhibiting new machines. Although a mainstream dealership for a number of brands including Indian, Paton and Morgan to name a few, they chose to highlight the legendary Italian marque MV Agusta who



are celebrating their 75th anniversary as their main exhibit.

Bolton-based manufacturer, CCM Motorcycles, who originally started with off-road machines, were showcasing their current Spitfire range. The motorcycles looked right at home amongst the unique, low-volume, but very expensive sports cars, as well as entering the concours event to highlight their impressive competition past!

Lastly, a brand-new British manufacturer, Langen Motorcycles, publicly launched its beautifully engineered 'Two Stroke' machine which, according to its designer Chris Ratcliffe, has been inspired by the café racers of the past.

The Langen Two Stroke is handmade and uses laser-cut aluminium tubing, with bonded and machined connection points. Light front forks from Ohlins with British K-Tech rear shocks, control the suspension. The bodywork is carbon fibre. Langen try to use components from UK sources as much as possible. However, the engine comes from the Italian engineering company, Vins. The 250cc V-twin CNC-machined engine produces more than 75bhp (56kW)



CCM Motorcycles' Spitfire

and 45Nm (33lb.ft) and is fuel injected. It revs to 14,500 with the traditional two-stroke powerband coming in at 10,000rpm. Below this, Chris claims the bike is very linear in its power delivery and very rideable on the public highway!

Just 100 of these bespoke road-legal machines will be built in the first year with a further 150 in 2022 completing the run of the individually numbered machines costing £28,000 plus VAT.

Salon Privé is well worth a visit to see automotive engineering at its best, and for most of us, the motorcycles are at least within our financial reach. Besides, it is a great day out!

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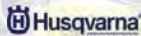
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New roads pecking order?

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. He is currently riding a Royal Enfield Interceptor demonstrator whilst his bike is being fixed (he might need a sit down when he sees the bill...).

On July 31st, the Government announced a review of The Highway Code with the aim of improving road safety for cyclists, pedestrians and horse riders by creating a hierarchy of road users. This consultation closed at the end of October 2020.

On hearing of this review, MAG was concerned that a fourth vulnerable group had been missed — motorcycle and scooter riders. By the Government's own categorisation, we are classed as vulnerable, so the question was raised: 'why haven't we been included?' During MAG's enquiries we learned that the Government had been talking to other vulnerable road-user groups for about two years! So why weren't they talking to us?

In principal, a hierarchy of road users sounds like a reasonable idea, but it soon became apparent that some of the proposals to protect one vulnerable group may endanger another, which is patently wrong. A point of great concern is a proposal that may give cyclists priority at junctions when travelling straight ahead. Anyone see what's coming next? Left-turning biker T-boned by cyclist. Alternatively, you stop to yield to the cyclist and get shunted from the rear. As a cyclist I would be cautious about these new rules too.

MAG has challenged this decision to limit the scope of the review in such a way that motorcyclists are the only vulnerable road-user group not given specific consideration. One graphic I saw put bikers in with cars, vans, and HGVs. We believe that the Department of Transport should be mindful of its duty of care to all road users, and that ignoring the group that they themselves point to as having a poor safety record is unacceptable.

As a result of the exclusive focus on cycling, walking and horse riding, we find that aspects of the proposals look set to increase risks specifically for motorcyclists. Further, we believe that the overarching principle of the Hierarchy of Road-users will lead to increased casualties for all vulnerable road-user groups. In an environment that increasingly sees a visceral and tribal attitude between road-user groups, any attempt to impose a hierarchy will increase divisions. Further dilution of mutual respect, empathy and compassion is an inevitable result



of the removal of equality on the road. This is problematic for the promotion of responsibility and care for others' welfare.

Priority is being given in the name of equity, but in a way that will increase the opportunities for conflict. The simple advice to avoid placing oneself in harm's way is overridden by the award of 'right-of-way' to the most vulnerable, thereby detracting from the requirements for everyone to behave responsibly. Stating that some road users bear greater responsibility inevitably implies that others bear less responsibility. The nuance that personal responsibility (as opposed to responsibility toward others) is not affected by the hierarchy will be ignored.

We have long been taught to ride defensively. This is a concept that reinforces personal responsibility for your own safety. The object of defensive riding is to prepare and plan for the unexpected, the errors and even irresponsible behaviour of other road users. Do not place yourself in harm's way whether you have right of way or not. This central message is relevant to all road users. The current hierarchy proposal for the Highway Code undermines this message.

MAG believes that the hierarchy does not introduce a new safety element, nor a novel approach to responsibility. Rather, the hierarchy simply achieves the application of privilege. This principle can therefore be legitimately viewed as creating elitism that will simply fuel division and encourage irresponsible behaviour. MAG is deeply opposed to any rule changes that create additional risk for motorcyclists. In this case the increased danger from attitudes towards other road users will apply to all and, due to their vulnerability, the casualty statistics for VRU groups will suffer most.

MAG proposes that the detailed rule changes that are all predicated on the hierarchy concept are scrapped. The scope of the review must be extended to consider and eliminate potential erosion of the safety and equality of all road-user groups. New rules should focus on core messages of personal responsibility, and equality of respect and compassion for all road users.

We have long been taught to ride defensively. This is a concept that reinforces personal responsibility for your own safety. The object of defensive riding is to prepare and plan for the unexpected, the errors and even irresponsible behaviour of other road users. Do not place yourself in harm's way whether you have right of way or not. This central message is relevant to all road users. The current hierarchy proposal for the Highway Code undermines this message.

MAG is not opposed to improving the safety of vulnerable road users, but it must be a holistic approach that does not increase risk to others, or indeed the group that the rules are endeavouring to protect.

As ever, I must repeat *my request for your support*. I know times are tight for many people, but we can only have an effective voice if we pay for it. You can make a donation or learn more about membership on-line at www.mag-uk.org or by calling 01926 844064. Membership costs just £27 for a year. Family, corporate and club affiliations are also available.

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A DIAMOND ISLE

With planned motorcycle touring abroad ruined for many this year, **o75** crossed the waters to explore the roads of the Isle of Wight instead.



2020! What a year to be sitting at home with the bike in the garage during lockdown. With touring plans shelved and client schedules sliding around like wet kippers on a fishing boat's deck, I had little chance to escape the clutches of my desk. Then, a glimmer of hope – one solitary day and an urge to cross some waters; my eye was on the Isle of Wight. With ferries only operating essential travel services, news soon came through that restrictions were being lifted. I parted with £45 and booked my Whitelink day-return ticket. Huzzah!

Partnering with my touring buddy, Calimoto, I planned two routes on my laptop that evening. Then, coincidentally, the day before I left, I heard about the Diamond Races. Intrigued, I read more about the island's new TT-style road race event to take place in October 2021. I just had to ride the 12.4-mile circuit, so put that into Calimoto too.

Arriving at the IoW ferry in Portsmouth at 8am, the Victoria of Wight – Wightlink's Hybrid double-decked ferry – started loading soon after. Embarking, I left my bike on its side stand, in first gear, then grabbed a coffee to enjoy the crossing. With the sun shining, the shimmering, calm, blue seas soon lifted my soul before jumping back on my beast 40 minutes later.

Calimoto loaded, I rolled off the ferry and, within minutes, I was experiencing Firestone Copse Road's twisty offerings, the sun



Wightlink's Hybrid Victoria of Wight

glistened through the trees as I headed to my first target – Ryde Pier; a pier you can ride on. Its timber-planked promenade accompanies you to the end; I would think twice if it was wet.

The day warming up, next stop was St. Helens which cups Bembridge Harbour and many of its houseboats.

Heading along the B3395, Bembridge Airport appeared from under the trees soon followed with a worthy view and a decent run-up Sandown Road.



Ride on Ryde Pier – the oldest pier in the world

Through Yaveland and Sandown – there's plenty to do here for the touring visitor, or head a little further through Lake and Shanklin (just eight miles from Ryde), quintessential thatched buildings line the side of the road. However, I was here for the ride. Continuing with the coastline route, the beachfront town of Ventnor would be another good stop (I would find myself coming back here later that afternoon).

Riding along the southern-most tip towards Blackgang Chine offers up a cracking stretch of road down into Chale – and the route of the Diamond Races. I decide to pull into a car park behind a Scout Hut and tune Calimoto into the road-race route.

Diamond Races

12.4 miles and 20 minutes of pure riding bliss – well that's what Calimoto was telling me. Running in an anti-clockwise direction, the first eight miles or so would be country roads nipping through a few villages along the way including Chale Green, Shorwell, Limerstone and Brighstone. It's got a few tricky corners and tight junctions. It then drops onto Military Way

for the five-mile run back to Chale. We could see riders exceed 180mph along its practically straight road – but



watch for the kinkiest of kinks about two thirds along! I suspect the Chale Recreation Ground could be where we see the start/finish line and the paddock nearby.

Back behind the Scout Hut, to retune into the third route of the day along the westside of the island, I head back and westwards along Military Road towards Freshwater Bay. This is one of those gems of a road. Long straights running parallel with the crumbling coastline and white cliff tops coming into view in the distance, with the blue channel lapping at its feet. I could do this road a few times, that's for sure. Dropping down into Freshwater, an adjacent car park would make for a brew stop.

I continued with the island's coastline with my eye on the Needles and Alum Bay only to turn back with payment parking ahead. I only hoped to stop for a few moments. Back into Freshwater Bay, Calimoto led me to The Causeway then onto Yarmouth with Whitelink ferries connecting with Lymington, south of the New Forest. As I rode along Yarmouth's waterfront, I appreciated what this island had to offer, and there was still plenty to come. ▶▶



A gem: the island's Military Road



At the end of the Zig Zag Road, you'll find Ventnor

Continuing east on the A3054 through Shalfleet, I turned north up Corf Road towards Porchfield, a cracking bit of tarmac for any motorcyclist before stopping for lunch at The Sportsman's Rest. With a full belly of fish and chips, I headed to Cowes and its Chain Link Ferry, but I realised I had no cash. A quick £170 debit card payment on its website and I arrived to find the service suspended! Well, that's £170 I'm unable to use. The long way round it is! It was probably a good time to let Calimoto off its leash to conjure up another bag of cracking inland roads, and it wasn't to disappoint.

Route ready, I rode southeast towards Downend. With the countryside opening up, Calimoto led me to Merstone and Godshill; and its famous model village.

Zig Zag Road – yes, really!

From there, next stop. Ventnor, with its cascading roads descending to the beachfront, one street name caught my eye: 'Zig Zag Road' – really? Intrigued, I turned back to zig-zag as I made my way down. Do aim for Shore Hill – a little surprise is in store. Parking is available at La Falaise Car Park or carry on up the 1:4 increment up Bath Road – certainly a little skill is required here; just don't stop or stall.

Heading back on roads covered hours earlier, I picked up Whitwell Road before crossing over via Kingates to Niton Road – another top road for me that runs up to Rookley. Turning left down Highwood Lane to Chillerton, roads continued to embrace my enthused riding.

Through Billingham then back onto the Diamond Races route once again, I reach Brighstone, then onto Lynch Lane. The roads twisting and climbing up and over, travelling under an abundance of trees to Calbourne. Turning right along the Newport Road through Carisbrooke, stopping for fuel, I picked up a route through Havenstreet encountering a police roadblock forcing a five-minute diversion riding through Arretton, Langbridge and Rowlands Lane instead. Then it was one last hurrah riding Firestone Copse Road once again heading back to Fishbourne for the 40-minute crossing to Portsmouth.

Overall?

Throughout the roads are smooth, the ride sublime, it's a surprise why I'd never thought of heading to the Diamond Isle – it really is. I thoroughly enjoyed it. It will provide a great taster for anyone touring for the first time – it'll undoubtedly whet appetites. Pop over for a day, or stay for a weekend; there's plenty to see and do with accommodation in abundance. If the weather looks iffy, or wish to leave the camping gear behind, grab a static caravan. Either way, you can ride for as long or as short as you wish, knowing your stay is never too far away.



Just one of many of the smooth roads across the island

WEISE

A jacket on a Mission

075 reviews Weise's latest AA-rated motorcycle jacket which could be a great choice if you're torn between leather or textile.



This mix of leather and textile jacket features a 600 denier textile outer, with full-grain leather panels over the shoulders, arms, either sides of the torso and waistline.

Under the new CE clothing standard (EN-17092), it has been AA-rated – a class suited for touring riders protecting against weather conditions and has high abrasion resistance.

The size I thought I needed was supplied, but it was far too small and I had to go three sizes larger to fit my frame. One good reason to head to the nearest stockist and actually try jackets!

Initial impressions are that the Mission motorcycle jacket is a decent weight but not too heavy – inspiring confidence with protection. It doesn't impose while wearing it. With a removable and breathable 120-gram quilted thermal lining, it's a nice snug fit and sure to protect from the cold and the wind.

With generously-sized pockets – two external and two internal pockets (duplicated in the quilted drop-liner) – there is plenty of room for your mobile, wallet and keys.

Quality details feature throughout including: a comfortable Neoprene trimmed adjustable collar; elbow, shoulder and back CE-protectors — fitted as standard; elbow stretch panels for flexibility; reliable YKK zips; poppers on the arms to reduce billowing; a jean connection zip; and velcro straps around the waist which help with fitting.

On a hot day topping 25°C, I made use of the vents; two on the front and two on the rear. However, it didn't provide as much airflow as I had hoped. Maybe the vent size is a CE AA-rating stipulation? A couple of extra vents on the shoulders or upper sleeves could have helped reduce clammy inner elbows. To aid airflow, I opened the jacket and with the double-popper collar undone, I had nowhere to resecure it, I left it flapping around under my helmet. Riding a month later on a showery day of 12°C and the detachable liner back in place, the wind proofing is noticeable and the jacket kept me dry.

With my man-mass, I tend to fill out motorcycle gear quite easily and that can attract pinch points. No such luck on this occasion as I found the Mission to be a very comfortable jacket I can wear all day long. It's practical and provides the latest protection; ideal for any everyday rider although you could get a tad warm as temperatures increase. Even still, for an AA-rated jacket, it's great value for money.

Weise Mission motorcycle jacket is available in black, in sizes Small to 5XL and covered by a two-year warranty. RRP: £179.99.

www.weiseclothing.com

SP CONNECT

Getting mounted

The SP Connect phone mount system uses a slimline clip design that's compatible with a wide range of mounts, from handlebar clamps and stick-on fittings to GoPro compatible and suction. **John Allsopp** tested the Moto Bundle for the iPhone 11Pro, which includes a phone case, weather cover and Moto Mount Pro.



The phone case offers very good protection for a slim design, a decent thickness of rubbery plastic on the edges protect from impact damage and a slight lip at the top and bottom to keep the screen off the ground if it falls onto a relatively flat surface. The cameras on the back of the phone are also very well protected.

The phone's buttons are easy to access as are the speakers and charging port.

The case is easy to grip, having a soft, tactile feel. The phone can still be charged wirelessly via the wireless charging module available to keep your phone powered while on the bike.

The bundle also comes with a weather-resistant cover. The iPhone 11 is water-resistant, but I did attach this cover for the purposes of the test when it was tipping it down on the way to the Overland Event. It does offer extra protection from the rain if your phone's exposed at high speed, and it adds additional shock protection in case you drop it, but it makes for a bulkier phone and less easy to read the screen, as well as blocking the charging port. You can still operate the screen of course, but it's

not something I'd want to leave on, and seeing as it's a bit of a fiddle to fit and remove, I don't tend to use it.

The mounting mechanism embedded into the back of the case takes up very little space and works by rotating through a really positive two-position latch. While this is a bit of a dust trap, I've not had any problems with anything fouling it, and it's easy to clean out if you need to. The SP Connect mounts feature a pair of small rails that locate into the mechanism on the back of your phone case: rotate your device through ninety degrees, and it's locked in place. It really is simple but very secure.

The only way you'll lose your phone out of the bracket is if you manage to knock it around and release it, in over two thousand miles even I wasn't clumsy enough to manage that.

It's also impressive just how many mounting options there are, including a GoPro adaptor that clips into a standard GoPro mount, and a self-adhesive mount.

The beautifully-finished anodised aluminium

Moto Mount Pro that forms the main part of this bundle (or is available separately for £59.95) is very versatile. Coming with an arm that allows you to position the phone almost anywhere, thanks to a clever-toothed interface between each part of the mount; it has the ability to rotate it anywhere on the bars. Spacers are included to suit different thickness handlebars, as well as a riser to set the phone a little higher if wanted. The only limitation of the SP Connect that I can see is that you have to decide whether you want your phone in a vertical or horizontal orientation when you fit the mounting bracket. You can choose either (or any angle in between) but, unlike Quad Lock, you can't switch it without tools. It isn't an issue for me as I only use my phone one way, but it's worth knowing.



Will vibration damage my phone?

Thanks to the way the mount and mechanism clip together, and the soft plastic case, there's a certain degree of vibration damping in the SP Connect system – your phone isn't directly and firmly clamped to the bars. Additionally, they can supply an anti-vibration mount for £24.95.

While researching this review, I looked for complaints of damage and couldn't find any relating to SP Connect, though there was a number that suggested problems with the camera on their phone after using another well-known brand of mount. My test bike the BMW R1150 RT isn't silky smooth, but I've had no issues with the optical image stabilisation (iOS) on my iPhone. I also found plenty of testimonials online of people who've been using SP Connect for more than a year and are extremely happy with it.

Overall Verdict: The range of mounts available is very impressive, and the real simplicity in use is a stand out feature. I've no hesitation in recommending the SP Connect system.

PROS: Slim but robust mount. High-quality phone case. Very easy to attach and detach your device.

CONS: Relatively high initial outlay. No ability to lock your device into the mount.

www.spconnect.co.uk



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LS2 PIONEER EVO

Adventure Awaits

Dom Humby has had many helmets with various styles and features. However, he has never used an adventure helmet with the features like a peak and with permanently open vents.

When looking around for this type of helmet, the price point varies as it does with any other helmet on the market. That being said, at £100 for a plain finish or design for £120, the pricing for the LS2 seems competitive (although they are supplied without a Pinlock insert). Despite that, it is stacked full of features including a sun visor and an adjustable peak that is also removable if desired. The visor is Pinlock ready. The chin strap has a ratchet fastening system. There is also an assortment of vents to assist with airflow. This model additionally offers a range of accessories that include the obvious Pinlock insert, colour variations of visors/sun visors and additional peaks in several designs. These accessories give you a real sense that you can adjust it according to your particular taste and needs.

Positioned as an 'entry-level' helmet, I'm very impressed with its abilities. A large closeable chin vent provides over adequate airflow with permanently open exhaust ports at the rear. Add to this two more vents situated on the sides of the chiselled jawlines – also open permanently – and, on a hot day, you will find airflow that proves to be more than adequate.



The internal sun visor is effective to a very high standard. I even found in the low sun of the evenings I was able to see clearly and remain safe when riding. The visor offers a wide aperture and clear line of sight for any hazards that may present themselves. A removable and adjustable peak sits steadily above the visor, giving an adventure style as well as shelter from the rain that aids to keep your vision clear and helping to prevent glare on those very sunny days.

The interior, comprising of a hypoallergenic laser-cut liner with emergency cheek pad removal tabs, was remarkably comfortable given the price of the helmet and the slimness of the liners themselves. It is removable and washable, making it easy to keep it feeling fresh after a long day down some green lanes.

That said, permanently open vents will present an issue with both wind noise at motorway speeds and water ingress in heavy rain. It is also worth noting that most of LS2's range is suited for a 'long oval' head shape. It's not a flaw with the helmet or LS2 rather than I have a rather strange-shaped head. The Pioneer Evo fits me nicely although anymore than a couple of hours and I start to feel a little uncomfortable. So it's wise to make sure you get a helmet that fits your head correctly.

For me, the LS2 Pioneer Evo gets top marks because it achieves everything it sets out to for its price range and even goes beyond that with the features it comes with — there are even cutouts for an intercom system; I can't go wrong with that on the trails!

www.ls2helmets.com/uk



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HEDON HEROINE RACER

Handmade classic

John Allsopp reviews the handmade Heroine Racer from Hedon

We've waited over three years since first seeing Hedon at the Bike Shed Show in London to be able to secure a test model.

As you can imagine the arrival of this helmet has created with intense excitement amongst the team here at *MotoGusto*. Hedon was created back in 2011 by designers Lindsay and Reginald in London. The name is a reference to the Ancient Greek hedonists, who believed that they gained knowledge by experiencing pleasure through the senses. Sounds pretty familiar to any motorcycle enthusiast we think. So, what's in the box?

This helmet features a composite fibreglass and carbon outer shell and is available in sizes small to extra large. The helmet's weight varies depending on size-around 1,290g for small/medium and 1,360g for large/extra large. (This is slightly less than the Arai Defiant-X and Shoei RF-1200). On offer is a beautiful leather trim with differing leather colours used depending on the shell colour as well as either steel, gunmetal or brass used for the buttons, studs and visor hinges. Tinted visors are also available. The helmet suits an intermediate oval head shape and the sizing was accurate with no noticeable pressure points. The liner design also makes this helmet feel very quiet.

Once you slip the helmet on it is instantly obvious that the beauty of this helmet's exterior is seamlessly carried to the interior. It offers a firm fit and feels very comfortable due to the antibacterial natural leather liner. (This is natural calf leather paired with Merlin anti-bacterial material akin to suede). The top part of the chin strap is padded and carries a double D-ring fastener. It's well worth mentioning that the Heroine's sizing normally runs small so, we'd suggest trying a size up from your normal choice.

Looking at the Heroine Racer you notice a



visor angled towards the bottom edge which can be operated using either hand. There are only two visor positions open and shut but the helmet does come equipped with a double anti-fog insert which has similarities to the pinlock system apart from the fact that it uses adhesive around the edges to attach to the visor. In test, this anti-fog insert performed faultlessly.

There is very little ventilation in this helmet with only three small channels in the front which does make the helmet a little warm in the hot weather. Additionally, the lining is not removable although the leather interior does lend itself well to cleaning in situ. I did a test with a Cardo Bluetooth system which fitted easily although it almost felt sacrilegious to spoil the classical lines of this helmet in doing so.

As for the quality and level of finish, this helmet is clearly in the very top class. The finished hand-applied paint is flawless and the hand-stitched leather interior is evocative of a very expensive Chesterfield sofa. In the world of motorcycle equipment, there are few brands that I would class as 'luxury', but Hedon certainly fulfils that position in my mind.

Pros: Timeless classic looks combined with a beautiful level of finish throughout.

Cons: Relatively low level of features.

Price: £650

www.hedon.com

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DUCHINNI ATLAS



EN-13634 CE Certified and comprising of full grain leather and textile upper construction, the Atlas boot comes with a waterproof and breathable internal liner, oil-resistant rubber non-slip sole and gear shift zone reinforcement add to the sturdiness of this

boot. A zipper closure provides a secure fit without sacrificing on comfort. An additional anti-scratch Velcro® panel, helps protect your paintwork. Using a mid-calf stretch insert comfort is achieved with ease and longevity of the boot seems promising. With shin and ankle flex panels provides ease of movement. Reflective heel panel help illuminate otherwise unseen areas in the dark.

PROS: Waterproof and breathable. Sturdy.

CONS: Stiff until worn in.

PRICE: £99.99

VISIT: <http://bit.ly/Atlas-Boot>

WEISE MONTANA 150



With Hipora® waterproofing and a Thinsulate® Supreme lining, Weise Montana 150 gloves give maximum weather protection with minimal bulk — perfect for tackling tricky winter conditions. Feel and feedback from the controls is crucial

during colder and wetter weather, so the Montana ditches the heavy, bulky winter glove liners of old and instead features a 150-gram Thinsulate® Supreme lining. As the name suggests, it keeps the hands warm, yet is thin and flexible, with a soft, silky feel for day-long comfort. The lining is held in place with the McFIT® system. Stretch panels on each finger and the back of the hand offer freedom of movement.

PROS: Waterproof. Price. Integrated visor wipe.

CONS: None so far.

PRICE: £99.99

VISIT: www.weiseclothing.com

CHAINMATE

ChainMate is a delightfully simple way of directing the lube, or cleaning spray, where it needs to be, and that is evenly spread across the whole width



and length of the chain. The heart of the matter is made out of green engineering plastic that clamps around the chain on the lower run, (or upper run if there is no obstruction by a chain-guard) which takes literally seconds. It then directs the spray onto all of the exposed areas of the chain by small internal drillings as it is rotated through it, supplied by the spray can which is connected to it by plastic tubing.

PROS: It works brilliantly, it is not that expensive and it is well made. Worth every penny.

CONS: None that we can find.

PRICE: Typically £25-£40 depending on model.

VISIT: www.chainmate.co.uk

OPTIMATE 4

UNDER REVIEW: OptiMate 4 Dual Program (CAN-bus edition) is the latest version of the multiple award-winning OptiMate 4 — the unique multistage battery optimiser specially designed for modern 12V

starter batteries from 2.5 to 50 Amp-hours. It diagnoses, recovers, charges, checks and maintains your battery automatically for months. Recommended for AGM/MF, STD, GEL and spiral cell batteries from 2Ah to 50Ah it has a microprocessor eight-stage, fully automatic programme control.

PROS: Simple: Connect to your battery, the rest is automatic.

CONS: If we find any, we'll tell you after our three-month review.

PRICE: £69.99

VISIT: www.optimate.co.uk



GARMIN ZUMO TYRE SENSOR

Modern tyre compounds can afford enormous levels of grip, though they have to be at an ideal temperature in order to deliver optimal traction. To hit these optimal temperatures, tyres have to be correctly inflated, which, in turn will yield better mileage, shorter braking distances, and result in more uniform wear. Resembling your average valve cap, these smart pressure monitoring devices relay information to Garmin's Zumo moto GPS units which can display a live reading. Tiny replaceable batteries last 18 months.

PROS: Easy setup.

CONS: Correct GPS and set of metal valve stems is required. Decent battery life but carry a spare set of the unusual thin batteries. Occasional signal drop out.

PRICE: From £79.99

VISIT: <http://bit.ly/Garmin-Tyre-Sensor>



CARDO FREECOM 2+

UNDER REVIEW: Just to be clear, the Scala Rider Freecom 2+ is meant to be used by the biker and his/her passenger and not between different motorcycles! If you want to buy an intercom to use between riders/passengers of different motorbikes, check out our review of the Scala Rider Freecom 4.

The dimensions of the Scala Rider Freecom 2+ measures around 74x46x16mm and weighs 34g. It has an IP67 waterproof and dustproof rating. When it comes to talk time, this device can last up to 13 hours.

The product's connection is handled by Bluetooth technology and can be paired up with two compatible gadgets at once. More notably, the unit can pair-up with select non-Cardo devices, thanks to the Cardo Gateway technology. Apart from its hands-free call capability, it can also adjust speaker volume automatically.

Tailoring features can be done through either the SmartSet App, the Cardo Community program on Windows or Mac, or the default inputs of the unit. However, not all settings can be adjusted via all three sources, and there are certain objects that can only be changed through one of the given methods.

For your entertainment demands, you can choose between a music player and the integrated radio, both of which can be accessed on your phone. Parallel audio streaming is also the perfect feature to multitask. It lets you receive GPS feedbacks even when listening to music, or while on an intercom call. The product can also prioritise audio output levels based on their sources, between foreground and background.

PROS: Sound quality and design.

CONS: Doesn't work between bikes. Pairing with other non-Cardo intercoms.

PRICE: £120

VISIT: www.conquerorsapparel.co.uk



HELD SEGRINO

UNDER REVIEW: If you're looking for a waterproof short boot with an outstanding fit, then Held's Segrino GTX might be just what you are looking for. Consisting of mix of cow-hide leather and textile, the boots are waterproof and breathable. With a GORE-TEX climate membrane, fibreglass padded ankle caps, abrasion-resistant rubber sole by Vibram, and hook-and-loop fastening, ensures a comfortable fit. The boots also offer a reflective insert and are CE certified to EN 13634:2017.

PROS: Good fit adjusting fit. Vibram sole.

CONS: We'll see after long-term testing.

PRICE: £211

VISIT: <http://bit.ly/Held-Segrino-GTX-Boot>



KEEPING IT SQUEAKY CLEAN

Motogusto's **John Allsopp** talks to Dominic Barham, who started his business, Ride Squeaky Clean valet, a few years ago.

The venture rekindled his passion for riding bikes after his wife encouraged him to get one to focus on himself 'for once'.

Growing up, his grandfather especially, always told him to look after things as they will look after you, and this resulted in Dominic always taking pride in the mechanical as well as the aesthetic appearance of his machines. Dominic has had a lifelong passion for watching and attending motor racing especially MotoGP, Superbikes and the Isle of Man TT.

Over the years Dominic's friend often teased him for having showroom-condition bikes as he religiously used to clean them after every ride and even offered to clean their bikes to his own very exacting standards. When these friends got their rides back, they expressed



amazement at the results of Dominic's tender loving care and told him that he should do it for a living. Here the seed of the business was planted.

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There are different levels of cleaning packages which include a winter clean,



winter 'full monty' clean, a summer clean, all the way to a showroom level. Corrosion protection (using ACF50 or XCP) are also included in the cleans as well as ceramic protection. Dominic confirms

that they only use highly-rated branded products, such as Clean MyRide and Rupes polishes, which have been tried and tested to give such fantastic results.

www.ridesqueakyclean.co.uk and on social media: @ridesqueakyclean #motorcyclevalet

This seed was germinated when his friend (owning a motorcycle garage) approached him after a customer had enquired about a recommendation for a valet. Although Dominic even offered to clean the bike for free, the customer was so happy with the result, they fully believed it had been done professionally.

With this feedback, Dominic went on to offer this service more frequently, and it spurred him onto starting the business formally.

Ride Squeaky Clean provides high-quality professional



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The evidential value of helmet cameras

Philip Scarles, personal injury solicitor, looks at the valuable evidence a helmet camera can provide

For a personal injury case to succeed, the person bringing the case (the claimant) has to prove primary liability against another party (the defendant). In a road traffic collision with another road user, that means the claimant proving that the defendant was negligent.

Taking a motorcycle accident of a motorcyclist riding along a road when a motor vehicle pulls out from a side road causing a collision, the usual allegations of negligence would be that the defendant driver exited from a side road onto a major road when it was unsafe to do so, failed to keep a proper lookout, and failed to stop, slow and / or manoeuvre their vehicle so as to avoid a collision with the claimant.

In response to the allegations of negligence, a defendant may admit negligence (primary liability), they may admit negligence but allege contributory negligence, or they may deny negligence and allege contributory negligence.

Therefore, even though a claimant may have a strong case on primary liability, a defendant may have an argument on contributory negligence. In the example above, a common allegation of contributory negligence would be that the claimant motorcyclist was riding too fast. If primary liability is established but contributory negligence is proved, the apportionment of liability is expressed as a percentage. For example, it could be 75 / 25% in the claimant motorcyclist's favour, which would mean the claimant would recover 75% of the total compensation. So, for a case with a value of £500,000, £125,000 would be deducted, a significant sum which makes it important to secure all possible evidence.

The usual evidence on liability and contributory negligence in road traffic collisions will include the parties statements of what happened. But if the claimant suffered a brain injury, they may have no memory of the accident, and so will be at a significant



disadvantage. If the police attended the accident scene, the extent of their investigations will depend on the severity of the immediate injuries. But if the claimant motorcyclist's injuries were not considered to be life changing, the police investigations will be limited. If there were witnesses to the accident, it may be possible to obtain witness statements from them. But they may be difficult to contact or unwilling to provide a witness statement.

Therefore, in the absence of conclusive evidence on the issues of primary liability and contributory negligence, defendant insurers are likely to deny primary liability and allege contributory negligence whenever possible. On a worst-case scenario, this could mean a case being unsuccessful.

But there is now the technology for additional evidence: Helmet (or Action) cameras can provide clear evidence as to how an accident happened, which will be valuable evidence in determining issues of primary liability and contributory negligence, and quickly.

Early determination of liability issues in the claimant's favour should lead to defendant insurers agreeing to interim payments to fund private rehabilitation and loss of earnings.

From an evidential perspective, having a helmet camera could be one of the wisest investments you make.

Philip Scarles is a personal injury solicitor at MW Solicitors and has assisted many motorcyclists injured in accidents. Email: philip.scarles@mwsolicitors.co.uk, tel: 01732 758 544 or visit www.mwsolicitors.co.uk/motorcycle-injury-claims



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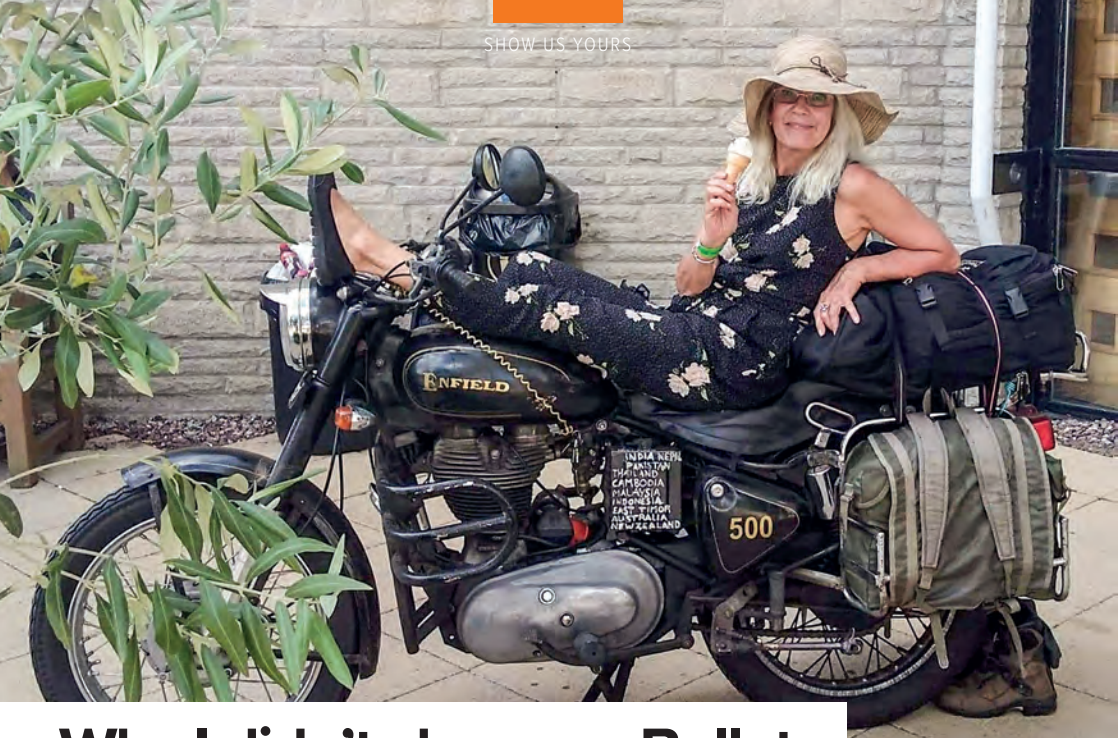
Motorbike accidents can be devastating, often resulting in serious injuries that change your life forever. This can affect your ability to work and future career aspirations, which could result in significant loss of earnings, pension and benefits.

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 MW Solicitors for a free initial enquiry: Philip.Scarles@mwsolicitors.co.uk or call **01732 758 544**.

www.mwsolicitors.co.uk/motorcycle-injury-claims





Why I didn't choose a Bullet

Jacqui Furneaux explains why fate chose the 500cc Enfield Bullet for her seven-year adventure around the world.

Fate had engineered the situation to make us arrive at the same time at a little roadside restaurant in the sandcastle city of Jaisalmer, India. I wanted somewhere away from the touts to browse the camel-safari leaflets I'd picked up, an additional jaunt to enhance my backpacking experiences in Rajasthan, India. The tall, sturdy young man looked hot, dusty and hungry as he dismounted from a motorbike the like of which I hadn't seen before. I stopped to look at it as he disappeared out of the dazzling midday sunshine and into the comforting gloom of the restaurant. I had owned only Japanese motorbikes and assumed that this unfamiliar model must be an old English one. As he sat down at a table, I approached him and asked if he minded my joining him as I was interested in his motorbike. He didn't mind.

Our lunchtime conversation resulted in my abandoning all thoughts of plodding through the nearby Thar Desert on a camel and accepting his invitation to ride on the back of what I now knew was a 500cc Enfield Bullet. After four exciting days roaming and wild camping in the desert, we went our separate ways; he towards Pakistan and with my sojourn in Asia at an end, I went by train to Mumbai for my flight home.

Imagine my surprise when he turned up unannounced in the

UK some months later and asked me to buy my own Enfield and join him for further exploration with him in India. I could have said "No" I suppose but his tales of the freedom of the open road lured me and I said "yes". Yes meant leaving the UK again after eight months of earnest but unsuccessful attempts to fit back in after a year away backpacking in Asia where we'd met.

So you see, I didn't choose my 500cc Enfield Bullet. It was chosen for me by fate and a handsome stranger. But I did choose to explore the world on it long after I left him in Australia after travelling together for four years and carrying on alone for another three. My Enfield and I have been together for twenty years and ridden eighty thousand miles through twenty-seven countries. Would I choose this motorbike again? Oh YES!

Jacqui's book, *Hit the Road, Jac! Seven Years, Twenty Countries, No Plan* is available from Amazon or www.jacquifurneaux.com

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