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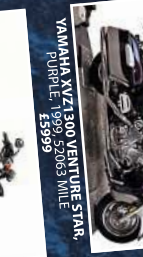
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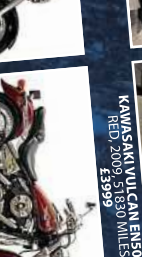
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OF THE
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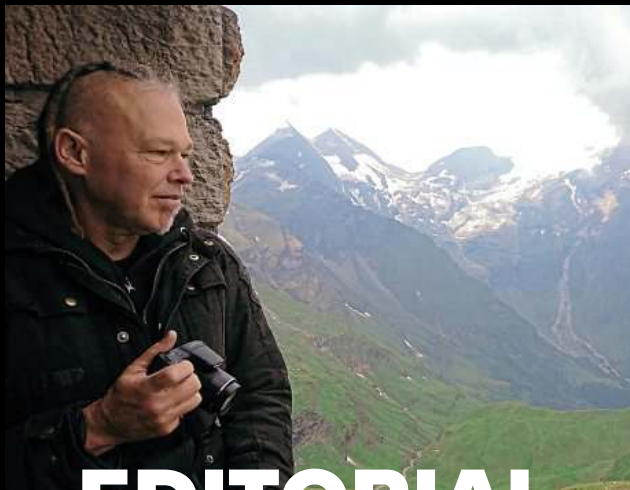
Eyup, how's it going?

Welcome to the new issue of *Back Street Heroes*, hope all's well with you? My recovery from me big off in February's going slowly – the joys of getting old, eh, you don't bounce quite as well as you did when you were younger, and you take a lot longer to heal too...

Anyway, the summer's on its way and, with a bit of luck (he says, crossing his fingers, toes and anything else that can possibly be crossed), it'll be another scorcher like last year. With all the boffins banging on about global warming, the planet heating up, and the polar ice caps melting due to our continual pumping out of extra carbon dioxide into the atmosphere, there has to be something good (relatively...) to offset all the doom and gloom, hasn't there, and at least us lot on motorbikes can take advantage of the change in Britain's climate to hotter and drier than it has been previously. (Yes, I'm aware that it also means that the country could be getting wetter at other times of the year too, but I'm choosing to ignore that for the moment, okay?) I mean, I don't know about you, but it feels to me like the winter, although it's not been terribly cold, seems to've dragged on and on, and I'm quite ready for the summer now, thanks. Bring it on!

May is always a busy month for us lot here at *BSH* as it's the beginning of the biking season (gawd, I hate that phrase) proper. It starts, for us anyway, with the BMAD Festival down in Devon (okay, so it actually starts the week before with the Bum in the Mud rally, but...), followed by the NABD up in Cheshire. Then I'm personally off to Belgium to hang out with the cool kids (of which I shall never be one) at the last ever Flanders Chopper Bash, and then it's back the following weekend for what has now become Britain's biggest custom bike event, the Bike Shed at Tobacco Dock in London.

Now whatever your personal opinion of the guys who build these new-skool bikes (are they hipsters? I don't know), the fact is that events like the Bike Shed do bring in a whole lot of new blood to the custom scene and biking in general, and you only have to look around at any traditional biker event to see that we really do need them – according to our recent survey of *BSH* readers, the average age is 53 these days, and that's reflected in who goes to bike events; most of us there are closer to



EDITORIAL

If you're going to the Bike Shed, or any of the other events I've mentioned, come along to the *BSH* stand and say hello? We're quite nice people – honestly, we haven't bitten anyone for ages so you're quite safe...

Looking further ahead, the event calendar's filling up nicely and so, if you'd like us to come and feature your event, please get in touch sooner rather than later, yeah? There are only a few of us and we can't be everywhere, but we do try to get to stuff we've been asked to go to.

We have to do the usual biggies cos that's where you lot go in your numbers, but we also like to do the smaller events, the slightly more obscure ones, so if yours is intimate and quirky let us know and we'll do our damndest to get there... as long as it doesn't clash with owt else already on the list – hence the earlier you ask, the greater the chance we'll get there!

On a personal note, I've dragged out the old faithful single-sided Bandit for the summer. It's been off the road for about 18 months as I've just been too busy to ride it what with press bikes, test bikes and me own other bikes, y'know?

And do you know what? I'd forgotten how much fun it is to ride, and what a furore it causes among people who've not see it before. A couple of recent threads on Facebook about it had me roaring with laughter at all the comments about it not being safe and/or road-legal, both from non-custom types and folk who really should know better. Honestly, putting a pic of a bike that's different to the norm on a social media site, and then sitting back and enjoying the way the know-nothings get their knickers in a twist is a fun way to spend a boring afternoon, it really is. Try it!

Anyway, I'm off for a spin on my 'Salvador Dali-esque death-trap', see you next month!

our pensions than our teens. That means that without an influx of new, younger folk, the end of biking as we know it is in sight 'cos ten or 15 years from now us lot are going to be too old to ride, so we need someone else to keep the flame burning, y'know?

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NEWS



Genius custom bike builder Arlen Ness died on March 22. One of the best known of the American custom kings, he was also one of the scene's great innovators, and built amazing bikes in a variety of styles.

He rose to celebrity with his show-dominating diggers and, building on his show bike success, started his own aftermarket parts business to allow home builders to create machines similar

ARLEN NESS RIP

to his Bay Area-styled bikes. He also kept building bike after bike too, and his style kept evolving with the times, and was always right at the top of the competitive world of custom bike building. His bikes, including the insanely trick 'Two Bad' and the massive-finned (and very yellow) Ness Stalgia, may've been a little OTT, a little 'Marmite', for British tastes, but no one could fault his obvious skills.

He instilled his love for custom bikes in both his son Cory Ness and Cory's son Zach, and his legacy will continue for years to come.

Arlen Ness, 1939-2019, RIP.



PISTONHEADS FLAT TIRE LAUNCH

We told you last month about Flat Tire, the new no-alcohol lager from Pistonheads Lager that's made for bikers and hot-rodders who want a beer, but still want to be able to ride/drive afterwards.



Well, in order to promote the new beer, Pistonheads contacted one of the foremost old-skool chop builders, Vince Summers, about building them a bike to showcase the new drink. Vince's been building old-skool bikes for a good while now, and recently he's been one of the very few British builders who've been invited to the renowned Born Free event in the US. For Pistonheads he created a one-off Shovelhead chop with the correct provenance (tiny drum front brake, smoothed forks, minimal seat, sissy-bar), and it was unveiled at a cool little event at London's House of Vans at Waterloo – the home of the Assembly Chopper Show that he also organises. There'll be a full feature on the bike at some point in the near future, so watch for that.

To learn more about Flat Tire go to www.pistonheadlager.com, and to see more of the bikes that Vince builds follow him on Instagram.

SANDY RIP



Sad news this month of the passing of one of the best-known figures on the British custom bike scene, Sandy from Triumph-ant Motorcycles in Merthyr Tydfil.

Featured many times over the years in BSH, he was ex-Chopper Club and, lately, a founder member of the Valley

Commandos MC Wales. He was also THE guy to go to if you wanted bits for a modern Triumph.

We asked Hank from Trike Design, who knew him well, to say a few words. "I knew Sandy for about 45 years. As a school kid he started hanging around with us cool bikers on our CD175s, then worked for me for about eight years, joined the Chopper Club in 1982 and was a member for nearly 15 years. Everyone says, through rose-tinted glasses now that he's no longer with us, that he was wonderful. NO! Like all of us he could be a pain in the arse, and while we were good mates, we fell out (and made it up again) at least four times.

"I don't drink any more otherwise I'd raise a glass to Sandy. RIP mate. Hank."



OOPS!

Last issue we missed out some of the winners from Brighton: Best Classic was Ben Marchant's 1976 Indian ML175, and Best in Show was Marian Neki's Slovak-built Revtech. Sorry chaps!



STONHAM MOTORCYCLE SHOW

On Sunday, May 12 there's a new event happening at Stonham Barns in Stonham Aspal, Suffolk (IP14 6AT) that's being organised in association with Orwell Motorcycles. It'll be a fabulous day out with sports bikes, café racers, and old-skool choppers, lifestyle products, showing displays, trade and dealership stands, an autojumble, a CBT training course, live bands, bars and hot food. There's camping available on Saturday night too, but the main event is on the Sunday. Tickets will cost £15 for the Saturday and Sunday or £7 for the Sunday. More information is available from **01449 711111** or **events@stonhambarns.co.uk** or at **www.stonhambarns.co.uk**

WHEELS & WAVES

The dates for this year's most stylish bike event, Wheels & Waves in Biarritz, France, have been announced as June 12-16, with a host of events taking place over the four days, both on-site and in various venues nearby. Get more info on this year's event from its website at **www.wheels-and-waves.com**

FARMYARD PARTY

Latest news from the Farmyard Party (June 21-23) is the fact that there'll be a new Custom Exhibition Marquee, sponsored and co-ordinated by respected custom shop Down & Out Motorcycles (see page 52 for one of their very cool builds).

As well as that there's a whole load more going on for this year's event, including recent changes relating to relaxing the 'No Cars' rule for bikers in cars, recognising that not everyone can ride to the event; the return of the Big Top with six amazing sets over the weekend; *Crustie's Bar* (the intimate



acoustic tent with comfy sofas); the Blues Marquee with some of the top names in UK blues and folk scene; the Infamous Riders' Rights Marquee hosted by the legendary Rick Hulse; the BSH Ride-in Custom Show and the fourth round of the BSH Custom Bike Champs (see page 88 for more info); the usual afternoon of world-class comedy with the Smacked Arse Comedy Show; comedy stunt performances by the world-famous Purple Helmets; more than 35 acts across four stages playing all genres of music; four bars; food from around the world; camping fields with both fires and no fires; and, for those who can't be arsed to put their own tent up, a luxury glamping village.

Tickets cost £37 prebook (add another £5 if you want to go the Thursday too), and you can get them and more info from **www.mapevents.co.uk** or Facebook.



GLOSSARY

A brief, not too serious explanation of terms commonly used in the magazine. This month, the Bs:

BAGGER – an American-style of bike building using huge solid bags (panniers) on the back, a batwing fairing, a very tall, skinny front wheel, and very intricate paintwork. Very, very Marmite indeed...

BALL PEIN – your pants are too tight.

BANDSAW – a useful workshop addition, great for removing thumbs and the tips of fingers... oh, and cutting metal, too.

BANJO/BANJO BOLT – a perforated hollow bolt with a spherical union commonly used in oil and hydraulic systems (brakes and clutch). The name comes from the shape of the fitting – a large circular section connected to a thinner pipe, similar to the musical instrument so beloved of hillbillies who pay them with their feet.

BAR-HOPPER – a minimal custom motorcycle that's reckoned to be only comfortable enough to make it from one bar to the next.

BATES – usually used as a generic term for small, round headlights, but actually the name refers to Robert Owens Bates, founder of Bates Motor Scooter Service in 1939. The company, soon named Bates Manufacturing, initially made windshields, then leathers, handlebar grips, handlebars, seats and, yes, headlights.

BATWING FAIRING – a particular shape of fairing fitted to Harley baggers, both stock and custom, that looks nothing like a bat's wing whatsoever.

BEARD OIL – do we really need to tell what this is? I don't know, it's all got too much for me. Pass me the rope and the wobbly stool.

BIG TWIN – not your over-eating brother born on the same day as you, but a colloquial term for the larger capacity Harley-Davidson models.

BILLET – confusingly, not a type of material, but a description of quantity. 'Machined from billet' means machined from a lump of material, a billet of aluminium or a billet of steel.

BLOCKHEAD – another name for H-D Evolution engines that no-one, but no-one, ever uses... except odd Americans.

BLUE GLUE – another name for TIG welding that no one, but no one, ever uses... except odd Americans.

BOBBER – arguably the original style of custom bike. Originally US H-D/Indian riders 'bobbed' their bikes (removed the big fuel tanks and seats and replaced them with smaller ones, binned the huge rear mudguards and replaced them with cut-down front ones on the back) in an effort to make them as light and fast as imported British bikes. These days it can mean almost anything...

BORN FREE – a custom bike show in California that has no lions whatsoever.

BOXER TWIN – BMW's flat twin engine, in which the two cylinders sit like a boxer's fists, a description that probably explains why Germans don't feature in world-class boxing very often...

BRAT – a style of bike epitomised by Go Takamine's eponymous company, Brat Style, in Japan. Not to be applied to a mildly-modified bike ridden by a guy with a freshly-oiled beard and turn-ups...

BIG RIDEOUT JERSEY

Sunday, May 26 will see the ninth annual Big Rideout Jersey, in aid of Holidays for Heroes, Jersey, a charity set up to host holidays in Jersey for members and past members of Her Majesty's Armed Services who've been injured during service. It's grown from approximately 300 attendees in 2010 to more than 1000 last year, and has raised more than £50,000 now.

One of the largest events on the Jersey calendar, it's grown to now encompass the whole weekend with camping available, and live music on both the Saturday and Sunday evenings, a hog roast, and more. Get more info on the event from their website at **www.bigrideout.co.uk** or their Facebook page.

BSH WORD-SEARCH WINNERS

The winners of the wordsearch competition we ran recently were Julian Cross of Scunthorpe (he won a pair of tickets to the Rock & Blues), Kerr Gordon of Midlothian (a one-year subscription to BSH), Duggie Shaw of Runcorn (Shiny Sauce motorcycle wash), and Jimmy Higgins from Ireland (a Black Kat Customs wallet). Congratulations to all of them, and thanks to everyone who entered.



PRODUCTS



FORECOURT VALVE CONVERSION TOOL

Trying to get garage air-lines on to your tyres can be a real pain, so this Valve Conversion Tool from Nippy Normans has a short section of rubber hose that gives the flexibility needed to reach around spokes and brake discs, and a 90-degree end to provide a proper fit on the tyre valve too. It can be stashed under your seat, and comes with a loop for attaching to a key ring.

The Forecourt Valve Conversion Tool sells for just £12.50 from www.nippynormans.com



ELEVETT FREERIDE AIR

Lightweight and designed for summer, these new urban-styled boots are made from vintage oily suede leather, perforated to allow heat out, and have a breathable mesh lining, reinforced ankles, toes and back, and a grippy rubber sole. Non-perforated variants are available too.

Available in sizes 2-14, they cost £109.99 from anywhere that stocks the Elevett range – check out www.tri-motive.com for your nearest place.



SIMPSON DARKSOME

The sexiest and baddest helmet range on the planet has a new, almost sensible, addition. The Darksome is Simpson's excellent new flip-front that comes with a drop-down sun visor, proper venting, a chin curtain to keep draughts out, and a simple one-handed mechanism to flip the front when you're stopped. It also has the traditional funky Simpson shape, reminiscent of the best-selling Super Bandit, but also a visor that you can actually see out of without feeling as though you're looking through a letterbox.

Available in the traditional white, as well as gloss black, matt black and a rather cool gun-metal too (or in carbon for more), it costs a very reasonable (for a Simpson!) £349.99 from anywhere that stocks the Simpson range or direct from the importers Tri-Motive at www.tri-motive.com (who can also tell you where your nearest stockist is).



RESURGENCE SINGLE LAYER JEANS

Resurgence Gear have launched their first single layer bike jeans, made using their recently developed PEKEV Ultra fabric, and with the highest levels of abrasion performance combined with the comfort and feel of regular jeans made from a single layer of denim. The New Wave jeans are made in a dark indigo with a taper cut that flows down to a narrower opening for a more fashionable look, and are the first single layer jean to achieve the more robust professional CE standard, EN13595.

Available in all the usual sizes, you can get more info on them, and find your nearest stockist, from www.dot4distribution.com

M/C STOREHOUSE UNIVERSAL SADDLEBAGS

These symmetrical saddlebags are for either the left or right side, and come with a variety of mounting options, including leather and nylon straps, and can be used with virtually all mounting materials. They're reinforced to help maintain shape when empty, and close at the front with quick-clip fasteners and adjustable length straps. They come with a bottle holder and a rain cover, which can be used when the bag's installed.

Available in three sizes – 9 litre (20cm high x 36cm long x 13cm thick), 12 litre (27cm high x 36cm long x 12cm thick), and 18 litre (30cm high x 40cm long x 15cm thick). You can get them from anywhere that stocks the Motorcycle Storehouse range. Go to www.motorcyclestorehouse.com for more info.



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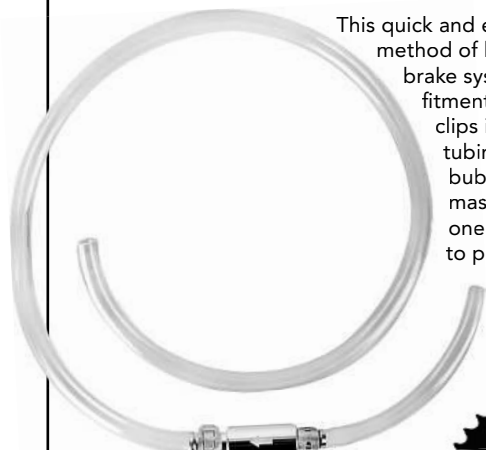
PRODUCTS

OXFORD AQUA T8 TAIL BAGS

These handy little tail bags strap to your rear seat, and have a moulded carry handle, a waterproof roll top with compression strap, an external pocket with window, and water-resistant zips. Available in black/grey/fluoro, black, and khaki and black, they cost just £49.99 from anywhere that stocks the Oxford Products range. Go to www.oxfordproducts.com to find your nearest place.



OXFORD SOLO BRAKE BLEEDER



This quick and easy single-handed method of bleeding your brake system has universal fitment with securing clips included, clear tubing to see air bubbles leaving the master-cylinder, and one-way alloy valves to prevent air being drawn into the system.

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10 BACK STREET HEROES JUNE 2019

ZODIAC CLUBSTYLE CHUBBY BARS

These new handlebars are 1.25" (32mm) in diameter with 1" (25.4mm) ends, and are dimpled and pre-drilled to accept internal wiring. They come in black or chrome, with a 10", 12" or 14" rise, and are available for both regular cable throttles or ready to take Throttle-by-Wire.

Get yours from anywhere that stocks the Zodiac range. Go to www.zodiac.nl to find your nearest stockist.

POWER MAXED BIKE PACK

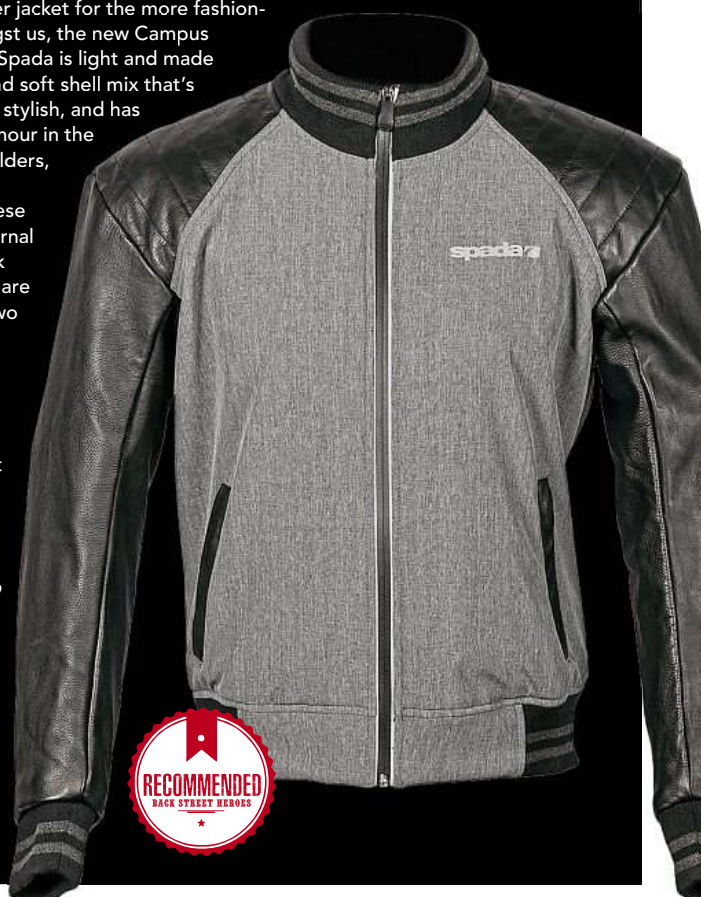


The Power Maxed Bike Pack for keeping your bike pristine includes Non-Acidic Wheel Cleaner to gently but effectively lift dirt from the wheels, Traffic Film Remover to spray the bodywork to loosen the dirt, Bike Wash & Wax to bring out a glossy shine, Chain Lube & Wax to lubricate and protect the chain, and Glass Cleaner to do your visor and/or screen. It retails for just £29.99 from www.powermaxed.com

SPADA CAMPUS YALE

Ideal as a summer jacket for the more fashion-conscious amongst us, the new Campus Yale jacket from Spada is light and made from a leather and soft shell mix that's comfortable and stylish, and has CE-approved armour in the elbows and shoulders, as all good bike clothing does these days, and an internal pocket for a back protector. There are three pockets, two external and one internal for your mobile, etc., and soft cuffs and collar for both comfort and part of the look, too.

Available in grey only, the Campus Yale costs just £119.99 with a two-year warranty from anywhere that stocks the Spada range. Check out www.spadaclothing.co.uk to find your local stockist.



ON ROAD. ON TRACK. **ON AVONS.**



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TYRES



Need to agree, or even disagree, with something you've seen in the mag? Heard a bloody awful joke you think we should groan at? Email **nik@backstreetheroes.com** or send it snailmail to the address in the front (somewhere) of the mag!

Dear BSH,

Bit afraid to tempt fate by writing this, but here goes. Been riding years and years (I'm 61). Came off a lot when I was a kid, 17-18-ish, and was immortal, or thought I was. Now I don't bounce like a kid, but I still tear-arse, but with more thought. You get old bikers or bold bikers, but not old, bold bikers. Yeah, I had a bad smash 14 years back when I rode with a club as fast and close don't go together in my book.

I ride alone now and may see problems, but can spot them and avoid. You can wear all the safety kit, and it won't do shit if you can't spot danger ahead. Yeah, I got a lovely Furygan jacket with plastic pads in it, good gloves which fit, and boots (only a dickhead'd ride without gloves and boots), but in truth my army boots give me good protection at a fraction of the price of rip-off made-for-biking CE-stamped ones. The only expensive gear I've got is a Davida lid which is worth it for comfort etc.

Cheers Nik or Capt Sensible.

CLIVE UNERMAN

You do get old, bald bikers though... It's also quite difficult to spot a front tyre going down instantly at 70mph ahead of it doing it, y'know? N.

STAR LETTER

Dear BSH, I wrote this a couple of weeks ago in reaction to some fairly vitriolic exchanges on a trans-Atlantic biker forum, the upshot of which appeared to suggest that only believers in Our Lord were capable of caring, empathic and thoughtful behaviours – a doctrine commonly displayed by guests when Chris Evans had his Radio 2 Breakfast Show 'Pause for Thought' segment.

As a very caring total non-believer, it's an idea I totally refute. However, I didn't know what to do with it as sometimes even the idea of discussing religion can be a contentious issue. It's really about how we are with each other as individuals or clubs when faced with continually being ostracised by other society groups.

Religion (I know, sharp intake of breath... and in a bike mag too); if you're in any doubt as to the harm it can do, check out Elizabeth Coppin's story on the BBC website all about her time in industrial schools and the Magdalene laundries run by heartless nuns. Unmarried mothers were not 'allowed' to go to hospital, and the resultant children were taken into 'care'. Yes, such was the compassion of our religious people. It's just my opinion, but why does it seem to me that those people who appear to be overtly religious often display diminished levels of the very qualities that their chosen faith purports to extol? Maybe it's time to leave the comfort blanket of religions in the pram when we first stopped needing them?

I'm on some bike-related forums just for the craic to be honest, although there's so much misinformation out there you sometimes feel like King Canute (and on others it's like shooting fish in a barrel), however the other night somebody posted a religious 'cartoon'. It was a bit crude, but Dave Allen would probably have been very proud. It was along the lines of "Well, you could've made THAT taste like wine." The Europeans on the site took it in their stride, but the Americans... the furore that fairly innocuous image created! Reading between the lines, many are taking time off from their banjo lessons. "Yew can criteeeeciise and make fun of my bike, my wife/sister but don't EVER blaspheme our Lord Jeeeeeessu! Now excuse me, sir while I go and shoot a bear/elk/mountain lion/wolf for no real reason – praise the Lord!"

The theme of many FB reactions was "That's it, you've crossed the line now, I'm outta here", completely ignoring the irony of their own good book – "Father, forgive them, for they know not what they do" (Luke 23:34). I'm an atheist, but I read it thoroughly before coming to that decision. Surely years of reading from their sacred texts should've left them with some moral

fortitude? And yet here they are – usually falling at the first fence and leaving us atheists behind to 'fight the good fight'.

It held a light up to my own personal experiences of them. A while back, following a bike accident where I trashed my spine, I converted to four wheels in the form of a wheelchair and was a guest of the NHS and a convalescent home for quite a while. Upon my return home I quickly realised that it was my brothers from my club who were to be my new backbone – a solid rock, an oasis in a sea of ambivalence regarding my future (although they did bust me back to prospect for my entire convalescent period, but rules is rules and I wouldn't have had it any other way... besides, I wrote the rules in that instance so hoists/petards spring to mind).

Anyway, of the 700+ employees who work where I do, there are several religious 'enthusiasts', all of whom would've known of my then plight. However, faced with the opportunity to help someone they actually knew who was in trouble or carry on as normal they chose their usual route – handing out religious leaflets to (and usually annoying) total strangers in queues outside nightclubs/pubs at the weekends. Not one visit, phone call, email or 'get well soon' card from our company's collection of pious preachers. My non-believing (but very spiritual) brothers from my 1% club though, were there every step of the way – at my door within minutes should I need anything or have taken a turn for the worse. The complete lack of faith from the 'Bible Bashers' led to my own 'Road to Damascus' at which I realised I would never rely on anyone manifestly religious ever again. The reaction from that distinctly religious FB site that I was referring to, just firmly underlined what I already knew – if you have an imaginary friend past the age of four you're to be kept at arm's length.

When I consider all the wars and heartache caused by it for thousands of years now, I'm embarrassed that in 2019, as we consider setting out across space, that it still exists to the extent that it does – the arrogance of the people still visiting remote places to 'convert' the natives to Christianity when their own home-grown religion has served them well.

"Ah but, religion also does so much good though..." Rubbish! All the good things supposedly done in the name of religion can be done as well or better without any reference to it. How about doing it in the name of humanity? I don't walk by on the other side because I'm a not a Christian – I 'help out' because I'm a human being. Many years ago, I was waiting with a woman trapped in her car at the scene of an accident. The services had all been called, but as her foot was stuck she was beginning to panic. I held her hand and just talked calmly to her. It didn't matter to her that I was a long-haired bearded biker, she had no idea I was an atheist, and it wouldn't have made the slightest difference if I'd had a dog collar and a cross on. All she needed was someone calm, right there, right then – it just happened to be little old non-believer me. When I relayed the event to one of my Catholic co-workers the following week, including the fact she'd become very chilled despite my atheism, he came back with: "The Lord moves in mysterious ways – He made sure that your paths combined and that she had a calm soul with her when needed." Calm? Honestly, I could've choked him with his rosary beads!

Maybe when we've finally grown up and left our childish ways behind us and do things not in the name of humanity, but all the animal kingdom (don't forget it's the Pan Dimensional White Mice who're in charge) then we can move on to the stars – together. (Long live Bill Hicks.)

Go on, you know you want to utter that most often used bike forum comment: "What's that got to do with bikes?" Well, everything and nothing maybe. It's about how we are with each other as bikers, because no one else is going to be, and when the chips are down we can be quite good people to have at your side. There's nobody else looking out for us, just each other. And long may we do so!

KEITH

Don't want to swell your head too much, Keith, but every time I read one of your letters, it puts me in mind of the late, great Dr Maz Harris' offerings – thought-provoking, and to the point. Keep it up! N.



The best letter each issue will now receive a free T-shirt from those lovely people, Laura and Mark, at Fat Maggot T-Shirts (www.fatmaggot.com) – get all your rally shirts etc. from them, they're triffle!

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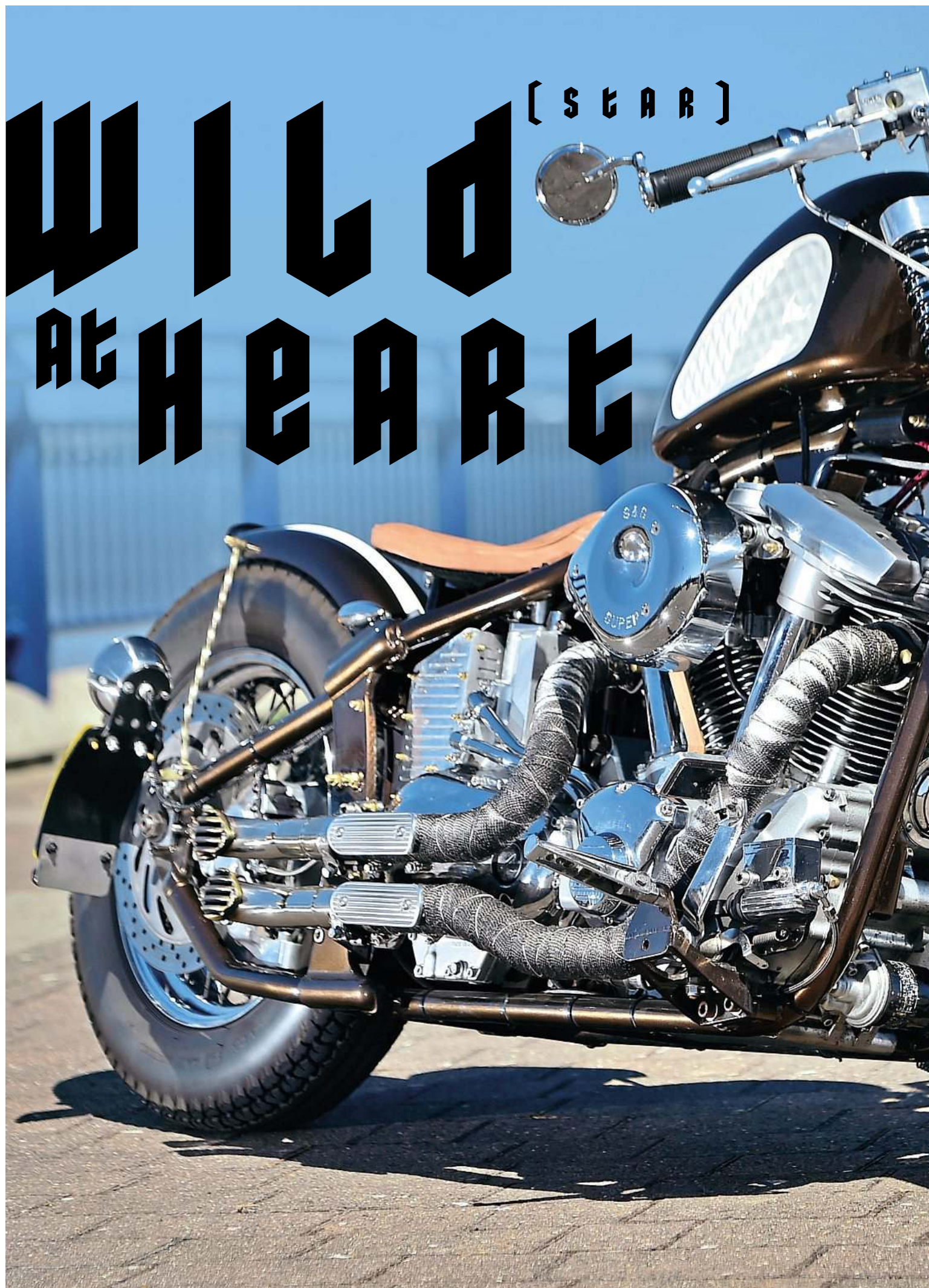
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WILD AT HEART

[S T A R]





WORDS: **DAVE TURLEY**

PICS: **SIMON EVERETT**

I'M AN OLD HOT RODDER AT HEART (BUILT AND RACED A V8-POWERED '32 COUPE BACK IN THE EIGHTIES), AND WAS FEELING THE NEED TO BUILD SOMETHING AGAIN. I'D PICKED UP A YAMAHA XV1600 WILD STAR AND, WHILE LOOKING FOR BITS FOR IT, CAME ACROSS A GUY WHO HAD A FRAME, MOTOR AND LOG BOOK FOR ONE...

IT sounded like a good deal, so off to Preston (from Kent!) we went and, after five hours and closed motorways, detours and getting lost, we found the place. It all looked okay so a deal was struck, and home we came with it all. After inspecting the parts a bit more closely, the billet bottom yoke had to be modified as the pinch bolt'd fouled the stanchion, the rear frame rails'd been randomly cut off, and the swingarm was a mess with bird-shit welding and brackets for nothing. Repairing that lot was the easy bit though – finding the rest of the Yamaha parts (like rims, rear hub, belt pulley, front hub, shock and linkage, shifter arms, ECU, etc.) was a nightmare, and most parts had to be imported from the States as it was just impossible to find them here in the UK.

I wanted a fatter wheel up front so had the hub laced to a 3.5-inch rim with stainless spokes, and fitted it with a 5.00x16 tyre. It looked great, but due to the wider custom yokes that'd come with the project, the disc no longer lined up with the caliper. Portapack Engineering in Lincolnshire sorted that out for me, and I added springs over the section between the yokes just to look different and confuse people (which it has many a time). The back wheel is stock, but both mudguards are made from the same Lowbrow Customs rear 'guard that I bought and cut down, and the tank's from a Sportster and was modified to fit over the frame and the fuel outlet had to be angled to miss the engine mount. The cap's a Mooneyes spinner off an oil tank, by the way.

There're just so many one-off bits on it that I can't mention them all, but suffice to say you can't get custom parts for these bikes (not like Harleys or Triumphs for instance) so you have to make everything yourself. Generic parts came from the internet, but some of the smaller parts were handmade from blocks of aluminium (like the front indicators, the idiot light cluster which was carved out of a block of alloy, then shaped to fit around the speedo before fitting the LEDs or the handlebar switch units which were made from aluminium tube machined to fit the buttons). I made a stainless panel from an old water boiler casing from work into a lower swing arm cover, made the rear pulley cover from a brass boat air vent, machined the carb top from alloy and fitted brass nuts, adapted a Triumph points cover to act as a left-hand timing cover, modified the engine to run pumpless (Wild Stars have fuel pumps as stock), rejettet the carb and extended the idle screw, and made an adaptor to take the old school S&S teardrop air-filter cover too.



Curtis from CSP Coatings was chosen to do the powdercoating as I'd met him before and seen his work, and when I showed him what I needed he said: "Yeah, okay, no problem." Famous last words as he had a hell of a job getting the join between the root beer and cream around the top of the tank to look good, but he didn't let it beat him and came up trumps with a great job.

Doing all the work on my own was a problem when it came to lifting and moving parts around, and I ended up laying the frame on its side to remove the motor, then carefully laying the newly powdercoated frame over the engine to get it back in, only to find out it was the wrong side and having to change everything around, then laying up for a couple of days with a bad back.

When it was time to start her, no joy – not even a click. Back to the wiring diagram, repair, done, got it to turn over, but no spark. Back to the wiring diagram







again, and removed the safety relay that was causing a load of grief (it controlled the ECU), and it runs great. The clutch and brakes were stuck though and I almost went through the end of the shed – only the bench in the way stopped me! Mind you, I had to remove the end of the shed and make it into another door to get it out a couple of days later...

The first test run was a bit of a disappointment as the silencers were restricting it, but they soon came off, and once I slid off the back of the seat and was hanging on by only my fingertips when giving it some away from the lights, so it seems to go okay. Total strangers've said: "Lovely bike, mate, did you build it?" too, which makes up for all those dark days when you wish you'd never started it at all, and it picked up four trophies at the first four shows, which was nice.

It was up for sale (plans for a new project), but as I just got a load of tyre-kickers I'm keeping it now, and plan to do some more mods, and some vintage pin-striping, and give it a nickname from my old drag racing days. If you'd like to know more about the build, it's all on YouTube at [mrh0trod460](https://www.youtube.com/channel/UCrh0trod460) yamaha xv1600 bobber build up... 



ENGINE: 2002 Yamaha XV1600 Wild Star, modified inlet valve, rejetted carb, one-off carb top, adjustable idle mixture screw, extended idle screw, S&S teardrop air-filter, home-made adaptor plate/mount, modified V-Max spec Barnett multi-spring conversion clutch, IP high voltage coils, modified Vance & Hines downpipes (wrapped, stainless wire diagonal wrapped over tape), stainless turnouts with brass grilles, dechromed rocker covers, Triumph points/timing cover | **FRAME:** Modified 2002 Yamaha XV1600 Wild Star, modified stock forwards, V-Twin 'pegs, heel pedal removed | **FRONT END:** Avon 500/16 tyre, 3.5" rear rim, stock hub/disc/caliper/forks, stainless spokes, one-off disc spacer, one-off slab yokes/risers, external fork springs, Yamaha Drag Star master-cylinders, 4 inch Z 'bars, stock clutch lever, aftermarket throttle unit with single cable, low current switches in one-off tubes, Daytona speedo/tacho, one-off idiot light console, Venhill braided brake lines, vintage black rubber Jackhammer grips | **REAR END:** Smoothed/de-tabbed stock swingarm, stock shock, reversed/modified dogbones, Avon 500/16 tyre, stock wheel/brake, H-D Sportster master-cylinder, stock pulley/belt, one-off mudguard struts, one-off brass rear pulley cover | **BODYWORK:** Modified Lowbrow Customs rear mudguard off-cut with one-off mounts, modified H-D Sportster tank with modified mountings/diamond pressings/re-angled fuel tap/Mooneyes oil spinner as cap, Bates-style seat base with tan leather tuck/roll, one-off lower swingarm cover, one-off r/h side-panel, extended l/h side-panel, stock oil tank/battery box, one-off electrics box, aftermarket leather saddlebag, modified Lowbrow Customs rear mudguard | **ELECTRICS:** One-off loom, Motogadget M-Unit control box, Lucas King of the Road 9" headlight with H4 bulb, old Ford rear light, one-off front indicators, aftermarket rear indicators | **PAINT:** No | **POWDERCOATING:** Frame/guards/tank in root beer/cream by CSP Coatings | **DECHROMING:** Ashford Chroming, owner | **ENGINEERING:** All engineering/bike built by owner, offset front disc conversion by Portapack Engineering | **THANKS TO:** "My son Luke for taking the time out to run up to Preston (five hours plus) to get the project in the first place; Curtis from CSP Coatings for a great powdercoat job; Get Leathered (07816 042761 or www.get-leathereduk.com) for the seat; mum & dad for letting me put a shed up in their garden to build it after losing the garage I was renting; & my old mate Terry..." |



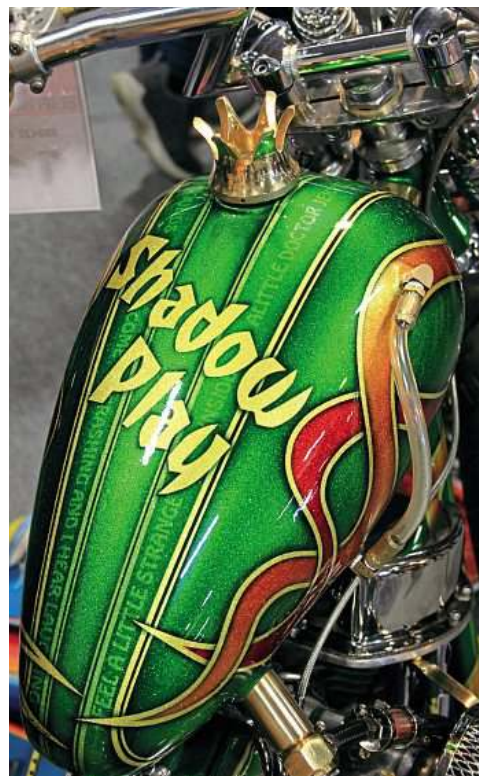
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EVENT

CAROLE NASH IRISH MOTORCYCLE SHOW

FOR MANY FOLK, THE PUBLICITY-GENERATING ATTRACTIONS OF THE 2019 CAROLE NASH IRISH MOTORCYCLE SHOW WERE TWO OF THE BIGGEST HITTERS IN MOTORCYCLE SPORT.

WORDS & PICS: DAVE MANNING





R

oad race superstar, Michael Dunlop, appearing with the new BMW

superbike that he'll be racing this year, and American Valerie Thompson, the fastest lass on the planet (having recorded 328mph in Australia last year) attracted plenty of attention from the mainstream media, but what you lot want to know about is the show itself, specifically the custom element.

As it holds the only round of the AMD World Championship of Custom Bike Building anywhere in these islands, many folk see it as being the only chance to either enter a bike into the competition, or to have a look at the sort of bikes the AMD championship attracts. Naturally, the majority of bikes were of Irish origin, although not all of them; Rene van Tuil of Revatu Customs in the Netherlands brought the 'Gravel Digger' he built for a customer; Rob Wood of Twistedspine Customs in Derby accompanied the 'Copper Penny' Sportster you saw in last month's issue; Bristol Bobbers' dancing duo of Luke and Mike took their own 'Eleanor' and customer Perry Osbourne's 'Beagle'; Tony Taysom of Lamb Engineering had his speedway-inspired XL600 and Lamb's customer, Barney Lawrence, took his very clean Triumph twin too. Maybe this gives you an idea of how much fun the Dublin Show is – that people are prepared





Elsewhere there were other custom bikes, with Cafe Racer Dublin displaying no less than five bikes (a real mix too, a Triumph, a Yam V-twin, a pair of Honda fours and a Kawasaki four), Destiny Cycles' 124-inch S&S that was on the cover of BSH last year was on the Carole Nash stand (who were celebrating 20 years of offering insurance in the Irish Republic), the Wall of Death Indian built by Krazy Horse for Guy Martin was on the Indian stand, and small-scale customs were available to buy, such as the amazing Red Porsche Killer from the German Werner cartoon strip, available as a Revell kit on one stand specialising in motorcycle models. Next to that was the Ace Cafe stand featuring Makoto Endo doing paintings of a couple of the Ace's Hinckley Triumphs – no brushes though, he uses chopsticks!

For many, the highlight of the weekend was the rockabilly band at the aftershow party on Saturday evening, with some energetic dancing by the Bristol Bobbers duo showing the locals how to get into the party spirit (although I understand that the locals ensured that plenty of party spirit got into the British pair later on...). And that's another good reason for going to the Irish Show. It might only be once every other year, but the locals' hospitality more than makes up for it. If you've never been you really must go in 2021, and if you have been before, then you'll know exactly what I mean and you'll have the ferry booked already... 



on page 24 of this issue), while the main prize justifiably went to Noel Connolly and his amazing 'Speedfreak' Sportster – a stunning build by a man who continually builds something slightly left-of-centre (anyone remember his amazing electric custom from four years ago?).

As you'll know from last month's feature, Rob Wood's stainless-framed 'Copper Penny' claimed the International Champion title, gaining him a trip to the finals in Germany next year (although, interestingly, the title goes to the builder, not the bike, and as mentioned he'll be building a new bike for that!). Runner-up International went to Perry's 'Beagle' XS650, and third was Patsy McArdle's Ultima-engined Ruby.

The amazing paint on Rafa Costa's 'Erik the Viking' XS250 gained him the Public Choice award, while Best Japanese went to Tony Taysom's speedway-inspired Honda; Best Chopper to Steve "Everything's For Sale" Maher's beautiful Swedish-style Shovelhead; Best Trike to Fidelina and Damien Cahill's chunky orange Suzuki; Best Old School to Stevie Beersack's Indian; and Best Streetfighter to Mike Tobin's single-sided Blackbird. Best Engineering wasn't the smallest trophy, but it went to the smallest bike – Kevin Hefferman's scratch-built Indian replica, just two-and-a-half feet long, and fully working!





**OLD
SCHOOL
COOL**



EDITOR'S NOTE: THE FOLLOWING IS A NOTE FROM BENNY THOMAS, HEAD HONCHO OF, THESE DAYS, MUTT MOTORCYCLES (YOU KNOW, THOSE COOL RETRO-STYLE 125s YOU SEE THE HIP KIDS ON), THE ORIGINAL BUILDER OF THIS BIKE, TO JOHN WALSH FROM KILKENNY, THE NEW OWNER. TAKE IT AWAY, BENNY!



WORDS: BENNY THOMAS

PICS: IAN SHIPLEY



Hi John, here's a bit of info on the yellow bike, feel free to use it/discard it/edit it or whatever you want, it's more of an account from my side so I won't be offended if you don't use any of it.

"Diggers, love them or hate them, were a pivotal point in the evolution of the custom motorcycle – they arrived at a time when people were really experimenting with different styles. Custom builders like Arlen Ness, Billy Budde and of course Jeff McCann with his game-changing and ever-evolving Hellbound Sportster hit the ground running, and set the stage for a whole new movement within the world of custom bike building.





"I'd always liked the style; I love the diminutive appearance, the attention to detail, and the epitome of 'an engine with a wheel on each end'. To use another well-known phrase, 'if anything fell off, it would stop' is also true of diggers – look past the Liberace glitz and there's a purposeful motorcycle under there, with nothing that doesn't need to be there, and what is there is chromed, painted or polished to within an inch of its life, and that's what a custom motorcycle should be in my humble opinion.

"The first diggers I built were after a chance meeting with Arlen Ness a few years ago. Me and the Funky FlipFlop were in Italy, and 'the Ness' happened to be staying in the same hotel as us as we were all going to the bike show in Verona. The next day at the show I visited the Ness stand and, among all his more recent creations and clothing, was a freakishly beautiful Ironhead Sportster digger that Mr Ness built in '75; 5/8ths frame (yep, you read that right), 15-inch rear wheel, strutted rear end, hardheaded front end, ultra-narrow springers, and beautiful yellow paint by Horst. In short, it blew my f**king mind!

"Once back in the UK my digger obsession took hold, and it took hold pretty strongly. While I am pretty much a Harley guy I wanted to build a Honda digger – I grew



up with Jap choppers which, of course, were mostly CBs (the first chopper I ever built was a CB550). Anyway, back in my workshop I built two Honda diggers; one was a strutted, hardheaded CB500 which I built for my friend Andy as the giveaway bike for The Trip Out that year, and the other was a full rigid CB550 called 'The Blue Anchovy'. The frames for both bikes, and the springers for the 500, were made by Reg Chatwin. Both those bikes are now with new owners... actually one owner, John Dowdsdell, who's a friend and a digger nut – he rides the hell out of both bikes and keeps them looking pretty.

"Fast forward a few years, and I came to the conclusion that I needed another Honda digger in my life, and that brings us to the bike you see here. I picked myself up a tatty but running CB550, and the process began. The first port of call was back to Reg to make me a set of his springers – he does great work, and his springers really are tip-top. Next was a trip to see the incredibly talented Toddy to alter the frame. I wanted this bike to be a strutted swingarm with hardhead 'cos that's the way diggers look right. As always, Toddy did a perfect job of the frame in 7/8ths tube. The tank is an original Bob Munroe rocket tank, and the rear mudguard is an original Ness item; the rest of the fab' work was carried out at my now defunct chopper shop Boneshakers.



I polished the rear hub, and laced it to a chrome 16-inch rim – a 21-inch BCS spool hub wheel sits up front. I made the 'bars, scratch-built the exhausts, the struts, the seat base and all the other little bits and bobs that make a motorcycle a motorcycle, and me and Lewie went through the engine and made sure everything was how it should be. The swingarm was smoothed out, and everything that could be was chromed or polished. The yellow paint was laid down by Mr Flakey Dave who also put the gold leaf down and made a lovely job of it.

"The most amazing part of this build for me is that engraving; all the engraving was done by Don Blocksidge. He lives not far from me, and is one of the most amazing, talented gentlemen I've ever met.

When he asked me what I wanted engraved, I replied 'I want Don Blocksidge engraving' – I didn't feel it'd be right to tell him what to do. He went ahead and did his unmistakable thing, and what he produced is truly awe-inspiring. I feel I'm extremely lucky to be able to say I have some of Don's work on one of my builds.

"The bike was finished and ready to go in 2016 and I had every intention of keeping it... well, until John came along anyway. I know he also has a penchant for '70s custom machinery and, being an owner of one of my previous bikes, we started to discuss the potential purchase of this one. I know he's an avid collector of bikes and cars, and I knew this one'd be in the right hands, so a deal was struck and the little yellow digger went off to the Emerald Isle. I talk to John regularly and the agreement is that when the time is right he'll sell the bike back to me.

"So that's the story of this here little yellow digger. I don't really build custom bikes for customers any more, but if you're the type who'd like a digger (there aren't many...) then it's a bit like The A-Team – if you can find me, maybe I can help. Catch you later, you beautiful freaks!" 

ENGINE: Honda CB550, chromed, polished, bell-mouth air filters, one-off exhausts, Don Blocksidge engraving | **FRAME:** One-off digger by Toddy | **FRONT END:** 21" BCS spool hub wheel, no brake, one-off springers by Reg Chatwin, one-off 'bars' | **REAR END:** Smoothed swingarm, one-off suspension struts, stock hub/brake, 16" rim | **BODYWORK:** Rocket tank by Bob Munroe, one-off seat/rear mudguard/side-panels | **ELECTRICS:** One-off loom, aftermarket retro headlight, stock tail-light | **PAINT:** Paint & gold leaf by Flakey Dave (07756 534290 or Facebook) | **POLISHING:** Benny Thomas | **ENGRAVING:** Don Blocksidge Engraving (01527 861453 or www.donblocksidge.weebly.com) | **ENGINEERING:** Bike built by Benny Thomas, ex Boneshaker Choppers |

KRAZY HORSE

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WORDS: NIK

PICS: GARRY STUART

SO YOU'VE BOUGHT A BEAUTIFUL, PATINA'D, VINTAGE-STYLE, ALMOST ART DECO HARLEY SHOVELHEAD THAT'S BEEN LOVINGLY HAND-CRAFTED BY SOMEONE WHO'S PUT THEIR HEART AND SOUL INTO IT. WHAT DO YOU DO WITH IT? KEEP IT TUCKED UP WARM AND COSSETED IN A CENTRALLY HEATED GARAGE? RIDE IT ONLY ON HIGH DAYS AND HOLIDAYS (AND ONLY DRY ONES AT THAT)? NO, YOU TAKE IT BEACH-RACING!



J A B B E R



W O C K Y



It's easy to forget these days that custom motorbikes, although they're custom, are still also motorbikes and, as such, should be ridden, not hidden away like a painting or a piece of pottery.

Motorbikes are motorbikes; if you build something stunning and then don't ride it, that's not a custom bike; that's a piece of sculpture.

Jiv Souren, the current owner of this rather top-notch old Harley Shovelhead custom, knows this, and isn't having any truck with it. He bought his bike to ride, not hide away or just keep at home to show to pretentious twats who think bikes are just 'commodities' to be accrued and traded. No, he rides his Shovel, and rides the hell out of it, as these photos taken by Our Garry at the very first Race The Waves meeting at Bridlington last September show.

Built originally by a gentleman by the name of Carl Frith, who hails from down Bath way apparently, it's been taken into Jiv's loving care, and one of the first things he did was to put it back on to points ignition (with an electronic condenser), and change the old carb for a more modern CV to cure the starting issues it had when he got it.

It was built some time ago, but information on it is a little sketchy so please bear with me if I miss anything out or get the odd bit wrong. The motor's





a 1975 Shovel, which makes an Alternator (or Cone) Shovel (Generator Shovels had a kidney pan-shaped timing cover, Alternator's was like an Evo's – cone-shaped), with beautifully done split rocker covers, a one-off air-cleaner (made from a cut-up '34 Ford horn), a one-off stator cover, one-off (very) short 'pipes, an open belt primary, and a one-off hand-shift/foot-clutch that tucks neatly into the left side of the tank. It's in a very modified (just check out that front downtube!) frame of, apparently, 1970 vintage, hardtailed and de-lugged, with old foot-boards rather than 'pegs for a perfect look. The springer forks and 'bars are from a '39 Harley, and the rear wheel's a bit special; the rim's been laced to a hub and brake from a 1932 Ford car, giving it a very 'just so' olde-worlde look that I've not seen on a bike in a very, very long time. Just have another look at it, isn't it ace?

Much of the rest of the bike's make-up is either one-offs made especially for it or a selection of choice vintage parts gathered 'specially for it, and it's this attention to detail that makes what is a relatively recently created machine look as though it's been around for years, found at the back of someone's barn, and dragged kicking and screaming back into use without being restored (and ruined!). Carl apparently made myriad parts for it, including the very neat tank straps and the central divider, and fitted a wonderfully battered-looking old leather seat that just suits the look perfectly.



It works too; Jiv did a number of runs on the sands at Bridlington on the day these pics were taken, and came back each time with a huge grin on his face. The old Shovel started, ran and performed just as it should, and it fitted in with the overall retro theme of the day a lot better than some of the other entrants on the bike

side too. Race The Waves has a very vintage, a very old skool, theme to it (there are loads of videos on YouTube of it that you can lose an afternoon watching), and Jiv's bike looked just perfect there (as did its sartorially elegant rider too).

And the title of this feature, and the bike's name; Jabberwocky? Well, if you read Lewis Carroll's seminal masterpiece of nonsense poetry, you'll notice how he uses the language in it in a way that almost, but not quite, makes sense; as though it's from another time and hasn't been translated into modern English quite precisely enough. Jiv's bike has that kind of feel to it – in the world of the pristine classic bike it just wouldn't fit in in any way that'd be recognisable to the average classic bike owner; it'd be as far removed from them as the legendary Mr Carroll's prose is from us, and so the name fits just perfectly, don't you think? 

| ENGINE: 1975 Harley-Davidson Shovelhead, split rocker boxes, one-off air-cleaner, one-off stator cover, one-off 'pipes, open belt primary, one-off hand-shift/foot clutch | FRAME: Modified 1970 Harley-Davidson Shovelhead, one-off downtube, one-off hardtail section, old foot-boards | FRONT END: Unknown wheel/brake, 1939 H-D springers/'bars | REAR END: Modified 1932 Ford wheel/brake | BODYWORK: Minimal front mudguard, old H-D tanks with one-off tank straps, one-off seat, one-off rear mudguard | ELECTRICS: One-off loom, old headlight, '34 Ford tail-light | PAINT: Satin green | ENGINEERING: Carl Frith |



**100
YEARS
ON...**





WORDS: **NIK**
 PICS: **SIMON EVERETT**



JUST ABOUT EVERYONE FEATURED IN THIS 'ERE MAGAZINE WOULD, IF THERE WERE SUCH A SCALE, SCORE REALLY HIGHLY ON THE 'FAR TOO CLEVER, WHEN IT COMES TO MOTORBIKES, BY HALF' SCALE. SOMETIMES, THOUGH, YOU MEET PEOPLE WHO, TO PARAPHRASE THE LATE, GREAT DOUGLAS ADAMS, ARE LIGHT YEARS PAST THE CLEVERNESS EVENT HORIZON AND STILL ACCELERATING STEADILY...





R

ichard Tunstall, the owner and builder of the bike you see here before you, is just such a person. A trained draughtsman and toolmaker, he's also a serial bike builder (we'll show you his gorgeous custom Coventry Eagle next issue), and one of those people who's always on the lookout for stuff that he can use for a project. Let me use the story of how this bike came to be as an example:

Inspired by the Harley and Indian board-racers of the 1920s, he had a hankering to create something that was his take on one, but with a few modern twists that'd allow it to be ridden a little more safely on our much more congested roads. One day he spotted an old BSA single bottom end laying in someone's garden where it'd been put out for the scrap-collectors, went up and asked the guy about it. After a short conversation he left with it and, once he'd got it home, he had to decide what to do with it. He'd originally planned to put the top end off a Jawa 500 speedway bike on it, but a friend suggested that, as he had so many Harley Shovelhead parts already, why didn't he use some of those instead?

Now, being a draughtsman, he worked out and drew up the plans for the build before laying a single spanner on a part so that he knew exactly what he was going to be doing. The frame was made, as he says, the old-fashioned way by fabricating the frame lugs and then brazing all the frame tubes on to them, and the V-shaped engine cradle, with its sloping rear pillar, and the very short hardtail rear section give it that '20s look just perfectly. A pair of 21-inch wheels, laced to hubs from an autojumble, has been fitted with suitably dirt-influenced Avon Distanzia tyres, and to make riding it nearly 100 years on from when board-racers were first raced slightly safer, the brakes've been updated to disc with an Aprilia caliper up front and an unknown autojumble one at the rear. To keep the Jazz Age look, the front brake's a trick item that's hydraulically operated by a remote master-cylinder hidden away in the right half of the fuel tank (which itself is very clever, we'll get to that in a moment) with a cable running from it up to the handmade lever at the 'bars (again handmade, and fitted with very cool grips made from leather and buffalo horn so that they look just



right). That's the thing about making a bike look period, isn't it – it's all got to look suitably old or it just won't look right...

The forks that hold the front wheel are equally clever; originally made for a D1 BSA Bantam, they've been so seriously reworked that they now bear just about no resemblance whatsoever to their humble origins. Richard says he really only used the outer covers and, basically, made everything else himself, extending them by three inches and fitting the braces to the front of the legs so that they look like they genuinely came from the Roaring Twenties.

The fuel tank, at least originally, also came from a D1 Bantam (although whether it was the same D1 Bantam I'm not sure), but has been so seriously modified that even its own mother wouldn't recognise it, as the saying goes. It's been stretched and extended drastically, and converted from a single receptacle to a double one with the fuel in the left-hand one and the oil and the master-cylinder





in the right-hand one. Each side is topped by a lovely brass cap, and a hand-worked leather strap was added to the middle to give it that olde-worlde look.

Finally we come to the engine. As I said, it's a one-off hybrid of BSA M21 and Harley-Davidson Shovelhead parts, with the American top end mated to the British bottom end. Now if you know anything at all about engines and the way they're put together, then you'll have some idea of the amount of work in performing such a task; it's not just a case of dropping the Harley top end on to the BSA bottom end, oh no. The alignment of the BSA crankcase studs, for example, is different to the ones the Harley barrel'd need, and so needed to be reworked (removed, the holes filled, then redrilled, and new studs refitted), and the push-rods require a different fitting too so they had to be made specially to fit the hybrid top end too. Similarly, the M21 crank needed to be replaced with one from an M20 because it would've given too long a stroke, and the con-rod modified to take the Harley piston, and now the engine has a bore of 3.5 inches and a stroke of

3.7 inches, giving it a capacity of 583cc. The valve train needed reworking too; basically, Richard had to modify or rework just about every single component in the engine, and it took him three months of hard labour just to put the top end on. See, told you he was a clever sod!



The finished bike, hand-painted an era-suitable bright red, is everything he intended it to be. It looks as though it's a much older bike restored all these years later to its original glory, rather than a new (well, relatively – it was actually built about eight years ago) one-off custom build, and sounds and performs just as it should too. It's no show-pony either; Richard's raced it at Red Marley (the most insane of British hill-climbs there is), and at Mallory Park for the Festival of 1000 Bikes too, and it's acquitted itself quite handsomely. It's light, steers precisely, and is comfortable enough even though the riding position is quite radical, just as it was on those old board-racing bikes all those years ago. It stops a lot better though obviously (as a lot of those old bikes didn't have brakes at all!).

So there you have it; Richard Tunstall's home-built, '20s-influenced board-racer. Did you know that in France the 1920s are known as the Crazy Years – quite apt really, don't you think? 

| ENGINE: Highly modified BSA/H-D hybrid, BSA M21 bottom end, reworked 1340 H-D Shovelhead head/barrel/piston, one-off valve train by owner, modified BSA Gold Star scrambler cam, modified 38mm Mikuni carb, modified BSA M20 crank, one-off open primary drive, modified BSA gearbox, modified magneto ignition, one-off stainless exhaust, one-off copper oil lines **| FRAME:** One-off 1920s board racer-style **| FRONT END:** Avon Distanzia tyre, 21" alloy rim, autojumble disc/(Aprilia) caliper, modified BSA Bantam D1 forks, modified Suzuki yokes, cable/hydraulic brake with remote master-cylinder, one-off stainless 'bars, leather/buffalo horn grips **| REAR END:** 21" alloy wheel, autojumble disc/caliper, modified Suzuki Hayabusa master-cylinder, one-off alloy sprocket, Avon Distanzia tyre **| BODYWORK:** Very modified BSA D1 Bantam fuel tank, one-off seat with alloy base/hand-stitched leather, modified alloy rear mudguard **| ELECTRICS:** Minimal **| PAINT:** Red by hand by owner **| POLISHING:** Owner **| ENGINEERING:** Owner **|**



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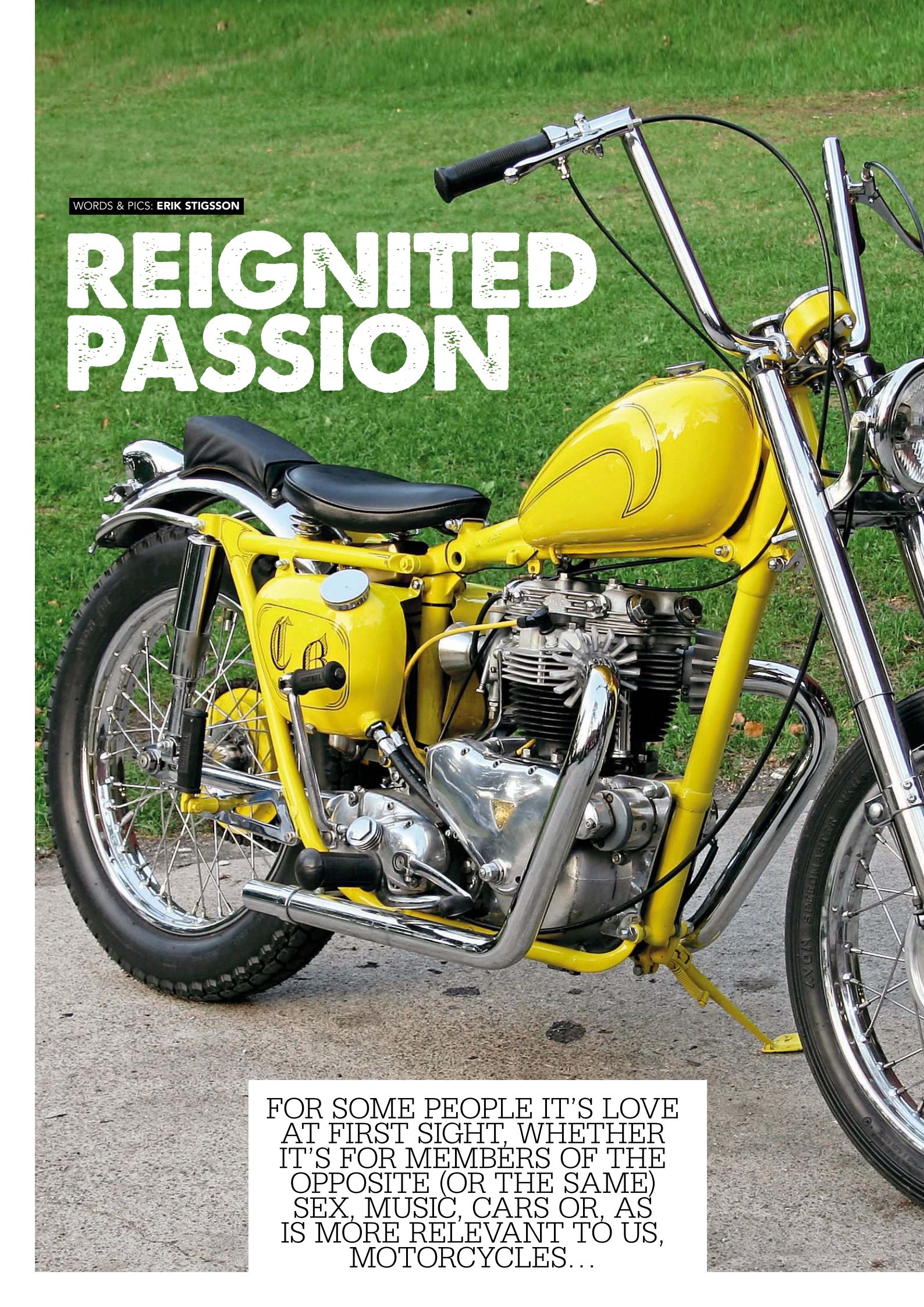
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WORDS & PICS: ERIK STIGSSON

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IT'S FOR MEMBERS OF THE
OPPOSITE (OR THE SAME)
SEX, MUSIC, CARS OR, AS
IS MORE RELEVANT TO US,
MOTORCYCLES...



Back in the early 1970s Lars 'Calle' Björkman went into a motorcycle shop in Stockholm, where his eyes fell on a bright yellow '55 Triumph custom that someone'd built. He was blown away by it, and it didn't take long before he and the shop owner'd worked out a deal, and the Triumph was his.

The bike was kept for a number of years, but then he was taken ill and wasn't sure he'd ever be able to ride a bike again, so the Triumph was traded for a modified VW. Thankfully he made a full recovery and, when he was back on his feet again, it was soon time for a new bike. This time, though, he went over to Harleys and for a number of years rode them and

just them, nothing else, both as stockers and also choppers. He's been a member of a local club, Strul MC, for some time now, and some of the members could remember his yellow Triumph. As with all motorcycle guys, when they get together they talk about bikes they've had and what they plan to get, and when the subject of the yellow Triumph came up again, Calle decided to try to find it.

This was around 2003, and nearly 30 years'd passed since he owned the yellow bike. After checking around for some time he got a tip that somebody'd seen a bike that could be the one he was looking for. It'd been stored in a barn for years and was far from being in the best condition, but he tracked it down, and it was actually the one he'd owned all those years before.



inches, and the wheels are 4x19" back and 3x19" front. Ingmar didn't remember what gasoline tank he started with when he modified it, but when Calle found one from an old Fram 175 they both thought that it could be made to look like the old one, and so was modified and also moulded to suit. Both the oil tank and tool box are original, but when Ingmar built the bike he put his initials, IG, on them so, this time, Calle put his (CB) on instead (even though it says Lars on its papers). The 'bars on the first bike were custom built, so a friend in the club made him new ones exactly the same as the old ones, and the seat's a copy of a Bates as before, while the small rear seat is a new copy. The original's rear 'guard was chromed, but this time Calle went for a stainless steel one,

There was a problem though – the old Trumpet'd been modified several times over the years, and hardly anything remained of the bike he'd once owned. Disappointed, he left it where it was, and went home.

After that he tried to get the yellow bike out of his system, but it was impossible – he just kept thinking about it. Then an idea struck him – why not try to find another bike from the same era and build it to look like the yellow one he missed so much? In 2005 a 1958 T110 turned up for sale – it was far from complete, but it had the basics (frame, forks and engine), and was pretty much what was needed. The first bike'd had a 500cc twin, and this one was a 650, but the look was the same and that was the important thing.

When he'd got the first bike back in the '70s he soon tracked down the guy who'd built it; a gentleman by the name of Ingmar Gustavsson. He'd won several awards with it, including one at the 1970 Hot Rod Show in Stockholm – the main show for modified cars and bikes in Sweden back then, so quite a big thing – and, after Calle'd finally tracked him down (no mean feat 30 years later!), he was happy to hear that he planned to build a copy of his old bike. He had some good pics of it from the '70s, and was happy to bring them round, and so now Calle could see exactly how to build the bike so it'd look as close as possible to the old one.

To start with, the frame is more or less original, but has aftermarket shocks from the late '60s as the first one had, the forks are extended four



and the tail-light is the same, a Crocker copy, while up front we find a Bates copy that's side-mounted (Calle went to a company he knew still had some old stuff and this was the last side-mounted Bates they had). He'd also been buying some parts from that first Triumph custom off the guy who had it, and the Smith speedometer is from that – he's sure because it still has some yellow paint of the right shade on it!

Mind you, he wasn't quite so lucky with the exhausts – it was impossible to find the exact same ones as the first bike had, so he had to go for a set of Thruxton-style drag pipes. The engine got restored with some hotter cams, and a friend in Strul named Nisse is king of working on old Triumph engines, and he helped restore the engine and gearbox.

After around three years' work the bike was ready for paint. Roffe from the club moulded the tank and sprayed the yellow paint, plus doing the pin-striping. When it was time for the first ride, Calle felt that time'd stood still for 30 years. It was a great day and even Ingmar was happy to see a copy of his old bike. Since then Calle's built some other bikes, but one thing's for sure – this one will not be sold! **END**

ENGINE: 1958 Triumph T110 650, rebuilt, Thruxton-style exhausts | **FRAME:** Modified 1958 Triumph T110 650 | **FRONT END:** 3x19" tyre/wheel/drum brake, 4" over stock forks, one-off bars, Smiths speedo | **REAR END:** 4x19" tyre/wheel/drum brake, '60s race shocks | **BODYWORK:** Modified Fram 175 tank, Bates copy seat, one-off rear seat, stock oil tank/tool box, stainless rear mudguard | **ELECTRICS:** Modified stock loom, side-mount Bates headlight, Crocker tail-light | **PAINT:** Paint/moulding/pin-striping by Roffe & owner | **POLISHING:** Owner | **ENGINEERING:** Owner & friends | **THANKS TO:** "Strul MC; Ingmar, Nisse; & Roffe..."



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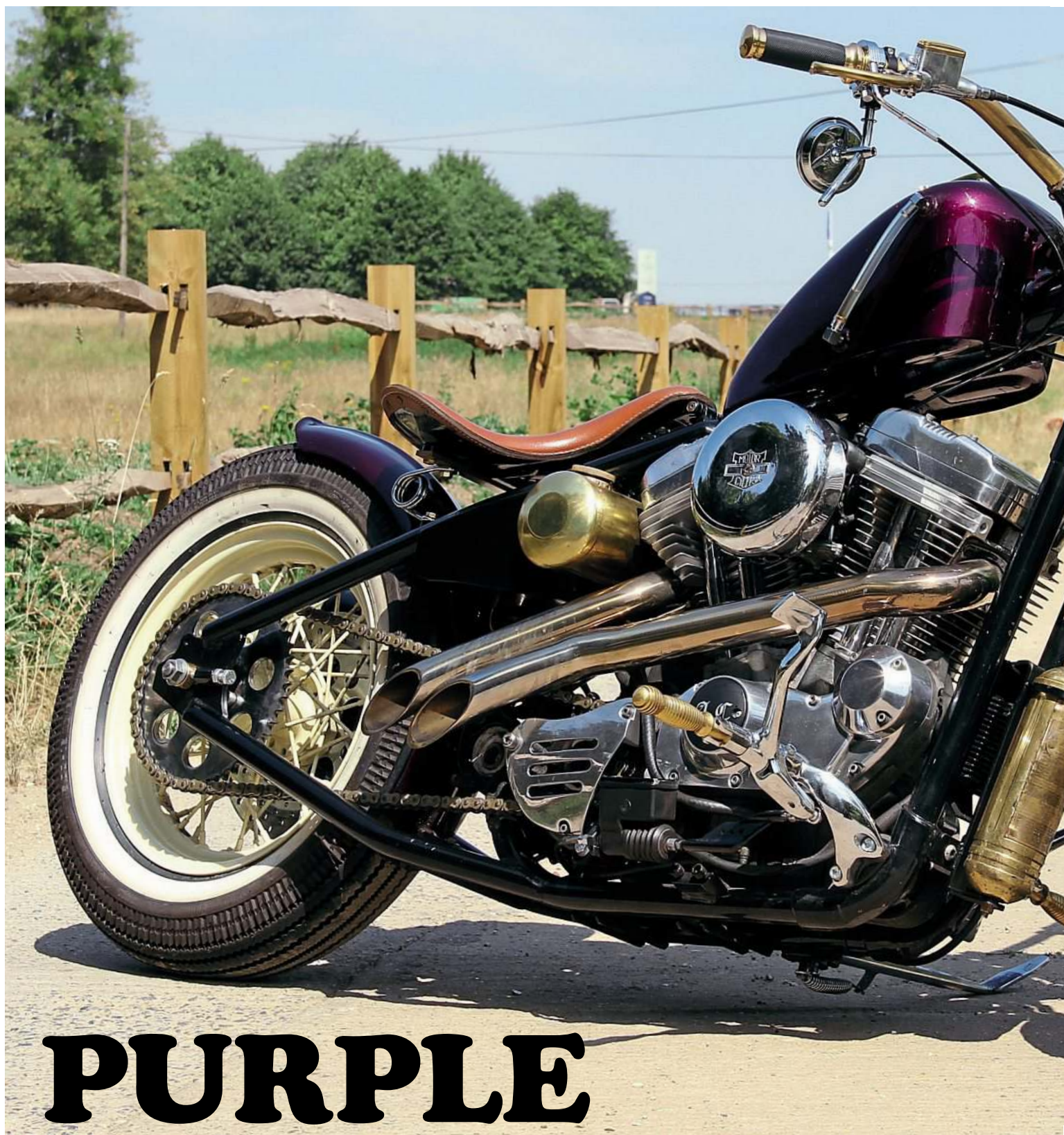
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PURPLE 'N' CREAM

WORDS & PICS: NIK

DON'T KNOW IF YOU REMEMBER, BUT A FEW ISSUES AGO I DESCRIBED ATTITUDE CYCLES AS PROBABLY THE MOST PROLIFIC CUSTOM SHOP IN THE COUNTRY? WELL, JUST RECENTLY THEY ANNOUNCED THAT THEY'D BUILT THEIR 100th SPORTSTER...





This bike, based around a 2005 rubber-mount Sporty motor, was actually built by Mark Coates, Attitude's specialist welder, and it was his first ever Harley build, albeit with the help of everyone who works there. The motor's been completely rebuilt, every last nut and bolt, by Pete Thompson, Attitude's engine specialist of choice, and fitted with a rejettied CV carb with an old-style H-D air filter, and a set of short slash-cut 'leaf blower' exhausts that are about as quiet as they look to be, but do sound good – very good.

The frame that it sits in is designed to work with the original rubber-mount system that cuts down on the amount of vibration that a stonking great 1200cc V-twin creates, of which there is, as you can imagine, a fair amount, and was made in-house at Attitude, and it's fitted with a set of chrome DNA springers up front, and



Now, okay, so this bike here isn't it, that 100th Sporty, but it's still worth mentioning as it shows the commitment that Attitude have to custom bike building, and even though Simon, the main man there, made his name building monster-wheel chops (he was one of the very first to use 240-section tyres and above), and doesn't quite know how he came to be building so many relatively skinny-wheeled bobbers, it shows that he and the others at Attitude are damn good at them.

ATTITUDE CYCLES ARE AT 2-4 STONEHAM LN, SOUTHAMPTON (SO16 2NL), AND THEIR PHONE NUMBER IS 023 8032 4373, OR YOU CAN FIND THEM AT WWW.ATTITUDECYCLES.UK, FACEBOOK OR INSTAGRAM.



a pair of 16-inch spoked wheels that've been powdercoated cream, rims and spokes, by the same powdercoaters that Simon and the crew've used since the year dot, Trestan Finishers, and fitted with suitably stylish (and fat) Shinko whitewalls.

As you can see, one of the recurring themes of this bike is the use of brass throughout it; the 'bars are brass, made especially for it of course, as is the neat little reserve tank down on the front frame rails, made from an old fire extinguisher and a speciality of Attitude's, the oil tank, again made specially, the inserts on the zorsts, the one-off foot-pegs, the Kustom Tech brass and aluminium levers, the one-off filler cap on the tank, and the black/brass headlamp. Adding to the old-school look, there's a tan tractor-style La Rosa seat that just looks so right, and a simple but effective fuel sight gauge on the Sportster tank too. Yeah, I know, it's been done before, but it still looks good, doesn't it?

Attitude's resident electrical genius, Mr Steve Holloway, worked his dark magic over the bike's electrical system, as he does on all their bikes, and the lovely sparkly purple paint is the work of a gentleman by the name of Neil McCallum, and suits the style perfectly – the simple, straight purple complements the alloy and brass in a way



that anything more intricate would've detracted from, and just adds to the little Sporty's essential 'rightness', y'know?

Mark finished the bike a while ago now and, as is often the way of things there, someone, Justin, came into the shop and absolutely fell in love with it and just had to have it. Mark, kinda reluctantly, sold it to him, and has since started building another Harley because he, just like everyone else at Attitude, has the bike building bug and shows no signs of wanting to be cured of it. That's how it should be really, isn't it – if you worked at a shop that specialises in building chops and bobbers and were distinctly 'meh' about it, that'd be a bit weird, wouldn't it, don't you think? **88**

| ENGINE: 2005 Harley-Davidson rubber-mount Sportster 1200, nut & bolt rebuild by Pete Thompson, CV carb, vintage H-D chrome air-filter, one off leaf-blower exhausts with brass inserts **| FRAME:** One-off Attitude Cycles rubber mount Sportster hardtail, chrome forwards with custom brass foot-pegs **| FRONT END:** Shinko whitewall tyre, 16" H-D wheel with powdercoated rim/spokes, H-D disc/caliper, chrome DNA springer forks, one-off brass handlebars, Kustom Tech brass/aluminium levers **| REAR END:** Shinko whitewall tyre, 16" H-D wheel with powdercoated rim/spokes, H-D disc/caliper **| BODYWORK:** Old brass fire extinguisher as fuel reserve, 'Frisco-mounted Sportster tank with one-off brass fuel cap/fuel sight, one-off brass spun oil tank, one-off ribbed rear mudguard, brown La Rosa tractor-style seat **| ELECTRICS:** One-off loom by Steve, black/brass 5" headlight, aftermarket tail-light **| PAINT:** Purple by Neil McCallum at Triples Workshop **(07785 115559) | POWDERCOATING:** Trestan Finishers **(023 8043 3081 or www.trestanfinishers.com) | ENGINEERING:** Bike built & all machining by Attitude Cycles **|**

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BUDGET & BASIC



WORDS: NIK

PICS: GARRY STUART

SO YOU'D LIKE A CHOPPER, WOULD YOU, BUT FEEL THAT THEY'RE JUST TOO EXPENSIVE, TOO MUCH OF A LUXURY FOR YOU TO HAVE WITH YOUR LIMITED BUDGET?

Nolan Holmes from Blackpool once thought something similar, but that was before he finished this, his first ever bike build. He had a thing about choppers and bobbers, but with a young family he was concerned about spending the time and money he'd need to get himself something suitably peachy. Then, one day he was offered a rigid frame from a Hardknock Kicker (those cool little Chinese bobbers with 50cc, 125cc or 250cc motors that all

and sundry were selling a few years back) for a very reasonable price and, suddenly, the prospect of a chop/bobber build was something that wasn't massively beyond his price range.

Now, okay, so he runs a car engineers in Lancashire so he does tend to get offered slightly more interesting stuff than you might do if you worked, for instance, in a jam factory or as a doctor's receptionist, but he still managed to put the bike you see before you together for a budget of not very much at all thanks to some really rather killer deals through work and also a bit of judicious eBay scouring, but it proves that you can build a hip bike without it costing you every penny you earn and then a few more you wheedle out of the missus/ mates each month.

With the frame in hand, he needed an engine and some running gear for it, but with the profusion of readily available, and unspeakably cheap, Chinese-made copies of earlier Japanese bikes this wouldn't be a problem. The engine he picked up was from a Chituma 125, and was, pretty much, a copy of the venerable CG125 Honda so fondly remembered by so many folk as the bike they passed their Part/Mod 1 test on ever since the DVLA did away with the old 250cc law back in the late 20th century. It's certainly a bullet-proof design (although





possibly not literally, of course...), and copies of it power a vast range of Chinese-made mo'cycles of various brands meaning that (a) parts for them are plentiful, and (b) that there are about a zillion of them out there to start with. His has been left fairly stock except for the replacement of the stock airbox with a much more fitting cone air filter, and the cutting down and reworking of the stock exhaust system into something a little more bobber than it was when it first left the Hongdou factory.

The running gear was equally easy to source as it came from a Stomp 160 pit bike, which, again, there are squillions of just lying about these days. He removed the front and rear wheels, and the forks and yokes, and with a bit of jiggy-pokery soon had them attached to the Hardknock frame in a suitable manner. He picked up a seat from eBay, made a very minimal rear mudguard, and bought a BSA Bantam



copy tank off eBay too, along with some flattish 'bars, some grips and some lights, and that, as the old saying goes, was pretty much it. A few days' frantic spannering had it all up and running and, once he'd smoked about on it a bit, it was sold, using the power of social media and t'internet, to a 17-year-old lad from Coventry who came all the way up to his native Blackpool and then calmly rode it all the way home again. Granted, it took him two days to get back, but the bike did the job admirably and the chap in question loves it.

Having been bitten by the bike building bug, and describing it as way more fun than messing about with cars, Nolan is now well on with his second build – an equally chopped and all-black Suzuki Savage that he's also aiming to get on the road for a budget of not very much at all. That's it – he's hooked now, isn't he? 🏍️

ENGINE: Chituma 125cc, aftermarket cone air-filter, one-off exhaust by owner | **FRAME:** Modified Kikker Hardknock rigid, foot-pegs/gear-shift/brake lever by owner | **FRONT END:** Vee Rubber 100/90/18 tyre, Stomp 160 wheel/brakes/forks/yokes/levers, eBay brake lines/handlebars/grips | **REAR END:** Stomp 160 wheel/brake, Kingstone 190/70/17 tyre | **BODYWORK:** BSA Bantam fuel tank, eBay seat, one-off rear mudguard by owner, Cobra Valley Cycles battery box | **ELECTRICS:** One-off loom, eBay headlight/tail-light | **PAINT:** Silver | **THANKS TO:** "Zac Smith for general help/brew-making..."

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SURV

WORDS: NIK

PICS: SIMON EVERETT

THERE CAN BE FEW OUT THERE NOW WHO HAVEN'T HEARD OF DOWN & OUT MOTORCYCLES IN ROTHERHAM BECAUSE... WELL, THEY'VE QUITE QUICKLY ESTABLISHED THEMSELVES AS ONE OF THE 'NAMES' OF THE CUSTOM SCENE, ESPECIALLY THE NEW-SCHOOL CUSTOM SCENE OF BRATS, BOBBERS, 'TRACKERS AND SCRAMBLERS.



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Down & Out specialise in bikes built around the new generation of Hinckley Triumphs, and even a brief flick through the 'Bikes' section of their website will show you that they're damn good at reworking the new machines into the kind of bikes they should've been all along – their bikes, especially the scramblers they've built, are almost caricatures of what they started out as; slimmer, leaner, more minimal, and with oversize front and rear knobby tyres that make them look just so much sexier than the stock bike they once were. No mean feat when you consider that Triumph have really pulled their finger out in the last few years, and currently produce some of the best-looking retro bikes on the planet...



They don't only do new-school Trumpets for the well-heeled though. No, they also do things as diverse as toughened-up military-styled modern Z1000 Kawasakis, Ducati cafe racers, BMWs, XV750 and TR1 Yamahas, W650 Kwaks and, anticipating the resurgence of interest in the old-school chopper scene, bikes like this one 'ere – main man Shaun's rather glorious old Knucklehead.

And it really is rather old; originally rolling off the Harley-Davidson production line way back in 1947, it's been restored and played



'47 Knuck as you'd see one if you typed those words in Google (other search engines are available... if you can be arsed to remember them), a large part of it is, in fact, stock, and Shaun's gone out of his way to make good use of those parts of the bike that give it its essential Knuckleness. The frame, therefore, is stock bar a few mounting tabs for the tank, and the nifty little rear mudguard, that's been welded on, and the motor is pretty much standard too, along with its four-speed ratchet-top gearbox – it still runs points ignition for a start. The carb's an S&S with a suitably old-looking air-cleaner, and the 'wrapped' 'pipes are one-offs made by the owner himself.

The front wheel, like the back, runs a 5x16" Firestone tyre that looks like something straight out of the '40s or '50s, and the springers are period correct too. The headlights, plural, are a pair of old spotlights mounted on new (well, not necessarily actually new) brackets, and the 'bars, with their Biltwell Kung Fu grips (whether they actually do any kung fu is something that's not entirely clear) are bang-up-to-date period items too... if you get my meaning. Finally, that rather clever, and unspeakably traditional, black and grey flame paint scheme is the work of Pro Kustom, and suits the bike perfectly.

As I said, Shaun wasn't overly impressed with the look of the Knuck when it first arrived, but with a little thought he's reworked it into something a lot more aesthetically pleasing. As far as he's concerned, it's turned out great. It runs like a Swiss watch and rides really well, and is just how he wanted it – a bike to ride, not just sit in a shop. As he says: "I build my bikes to ride, work and do what it says on the tin." Quite! 🍻

about with over the years, but not too much that it detracts from its olde-worlde vibe or looks like a chequebook restoration show-pony. No, it's a bike that's not afraid to show its age, to let you know it's a survivor from olden times, but thanks to its owner's love and attention, it still starts and runs like a good 'un. (Note: I was going to put 'stops' there too, but it's got 72-year-old drum brakes, hasn't it, and we'd all know that was a fib, wouldn't we?)

Rather uncharitably Shaun calls the old Knuck 'Coco the Clown' as he reckons it must've been built by some Punchinello-based funster as it sure as hell wasn't by anyone who knew anything about old motorbikes, that's for sure – he reckons it was possibly the ugliest Knucklehead he'd ever seen in his life. Quite how someone can take a piece of classic Americana and turn it into something that evokes this reaction I'm not entirely sure, but it did mean that he had absolutely no qualms whatsoever about ripping into it, and reworking it fairly drastically.

Or not, as the case may be... you see, while the bike you see here in front of you may not bear that much resemblance to a traditional



| ENGINE: 1947 Harley-Davidson EF Knucklehead, S&S carb, aftermarket air filter, 4-speed ratchet top gearbox, points ignition, one-off exhaust by owner | FRAME: 1947 Harley-Davidson EF Knucklehead, one-off tank/mudguard mounts, original foot-boards/controls | FRONT END: 16x5.00 rear Firestone tyre, newly rebuilt wheel/drum brake, springer forks, one-off 'bars by Sumo (modified by owner), Biltwell Kung Fu grips | REAR END: One-off mudguard struts by owner, stock wheel, Firestone tyre | BODYWORK: Old-style petrol tank custom-mounted, Bates seat, old-style oil tank, one-off battery box, one-off rear mudguard | ELECTRICS: One-off loom, old spot lamps as headlights (brackets by owner), Motone tail-light | PAINT: Old flames/black by Pro Kustom Paint Works (07709 351309 or Facebook) | ENGINEERING: Owner at Down & Out Motorcycles | THANKS TO: "Shag for help; Pro Kustom Paint Works for the paint; & Ian for supplying the bike..."

WORDS: NIK

PICS: SIMON EVERETT

ALL NEW CLASSIC

IN RECENT YEARS THERE'VE BEEN A VARIETY OF COOL NEW 125s AVAILABLE FOR LEARNERS OR THOSE WHO DON'T FEEL THE NEED FOR A LARGE-CAPACITY BIKE. THIS, LADIES AND GENTLEMEN, IS THE COOLEST OF THE LOT...







W

hen Ben Hall at ValeSpeed Motorcycles built his amazing, multi-award-winning GasGas-based '28 Days Later', not many people knew that it was a kind of prototype for a range of production bikes he was planning to build to offer

discerning folk. It's taken about 18 months or so of redesigning, specifying and purchasing parts to build the new bike, and he decided to debut it, named 'ValeSpeed 28', at the huge and renowned Custombike Show at Bad Salzuflen in Germany. Having built the first bike in just four weeks he decided that, this time, he'd take it easy and give himself more time with this one, so five weeks before the show he started building. No pressure there then!

Established in 2013, ValeSpeed Motorcycles are based in the small village of Willersey, which sits at the foot of the Cotswold Hills on the Worcestershire/Gloucestershire border. They've built a succession of one-off machines, both for road and racing, and've picked up trophies in static shows and racing events alike. Their philosophy's always been to produce high



quality, eye-catching motorcycles that perform as well as they look, and they invest their passion for engineering in everything they build.

Built from entirely new componentry, the ValeSpeed 28, Ben says, offers the individuality of owning a one-off machine, but with the development and economies of scale enjoyed by a production bike. It's going to be a small series of builds based around a basic specification, but purchasers can opt for a series of options (engine capacity, mudguards,



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sprung seat, paint and seat finishes, side or conventionally mounted number-plate etc.) to make their bike entirely theirs and to make certain that no two bikes are exactly the same as... well, no one wants that, do they?

The bike has a pleasantly vintage feel to it, and it'd be easy to believe that you're riding a classic bike. Up front, the twin leading shoe brake and fully

adjustable girder fork ensure that the 28 keeps its 19-inch wheel in contact with the road at all times (and really look the part too), and at the rear, the oversize drum complements the retro looks as well as delivering superb performance. Holding everything together is a strong, but lightweight, twin backbone frame that owes as much to the spaceframe chassis design of modern racing cars as it does to the traditional motorcycle. Made from 3/4 inch CDS tube and subtly triangulated, the ValeSpeed 28 frame has the ability to deliver a rewarding experience to the most spirited riders.

Power is delivered by a silky smooth air-cooled single-cylinder motor of 125cc capacity (but 150cc and 230cc variants are available too for those who've passed their tests) that's been proven to be both reliable as well as easy to work on – screw and lock nut valve adjustment and a Mikuni carburettor mean that all maintenance tasks are within the scope of a keen owner, or easily handled





by a local bike shop. It's an engine based on a proven Japanese design, and as such is the perfect powerplant to provide the motive power for such a bike. Ben's also working on a range of performance bits, making the big valve head and cam fitted to this first bike available to buy too.

With its underslung fuel tank and dramatically curved top tubes running from headstock to rear wheel, the ValeSpeed 28 is certainly a striking machine – clearly inspired by board-track racers of the 1920s, it's been given a modern twist that results in a style all of its own, and colours, materials and finishes can all be specified by the customer, meaning the final product can be tailored to all tastes.

The ValeSpeed 28 is available to order now from £5,995 depending on spec, and more information is available on their Facebook page (ValeSpeed Motorcycles) or by following valespeedmoto on Instagram. Alternatively give them a bell on **07552 076027** and arrange to drop in for a cuppa and a Hobnob – what more impetus do you need? 



ENGINE: Lifan 156FMV 125cc, optional 'big valve' cylinder head, optional high lift cam, Mikuni round slide carb, K&N-type cone air filter, one-off wrapped 1 1/4" header silenced or open | **FRAME:** 2018 ValeSpeed 28 rigid, 28-degree rake, optional sprung seat, BMX-style foot-pegs, classic-style levers | **FRONT END:** 3.50x19 Mitas tyre, 19" chrome rim, 34 spoke/twin-leading-shoe drum brake, fully adjustable girder fork on rose joints with coil-over type shock absorber, one-off brake cables, 7/8th rolled tube handlebars, classic-style twist-grip/levers, optional push-button switches, optional Koso speedo unit with integral idiot lights, Dunlop grip-tape grips | **REAR END:** 19" chrome rim, 34 spoke/single-leading-shoe drum brake wheel, 530 chain, 14-tooth front sprocket, 43-tooth rear sprocket, 3.50x19 Mitas tyre | **BODYWORK:** Optional GRP front mudguard, one-off steel teardrop fuel tank, one-off quilted crushed velvet seat, optional GRP rear mudguard, hidden electrics box, optional side-mount or mudguard mount number-plate | **ELECTRICS:** One-off loom, Porsche Speedster headlight, small aluminium tail-light mounted by rear wheel spindle | **PAINT:** Sparkly blue by Neil at Tazart (**07515 447677** or www.tazartdesign.com) | **POWDERCOATING:** Chrome effect by Worcester Powder Coating (**01386 556613** or www.worcesterpowdercoating.co.uk) | **POLISHING/PLATING:** Rocker box/front sprocket cover by Pro Polishers (**01993 868806** or www.pro-polishers.co.uk) | **ENGINEERING:** All machining done in house at ValeSpeed Motorcycles | **THANKS TO:** "Everyone who called in to help, & especially those that left me to it in the run up to Custombike; & James at Bold Hydrographics for the jelly beans!" |

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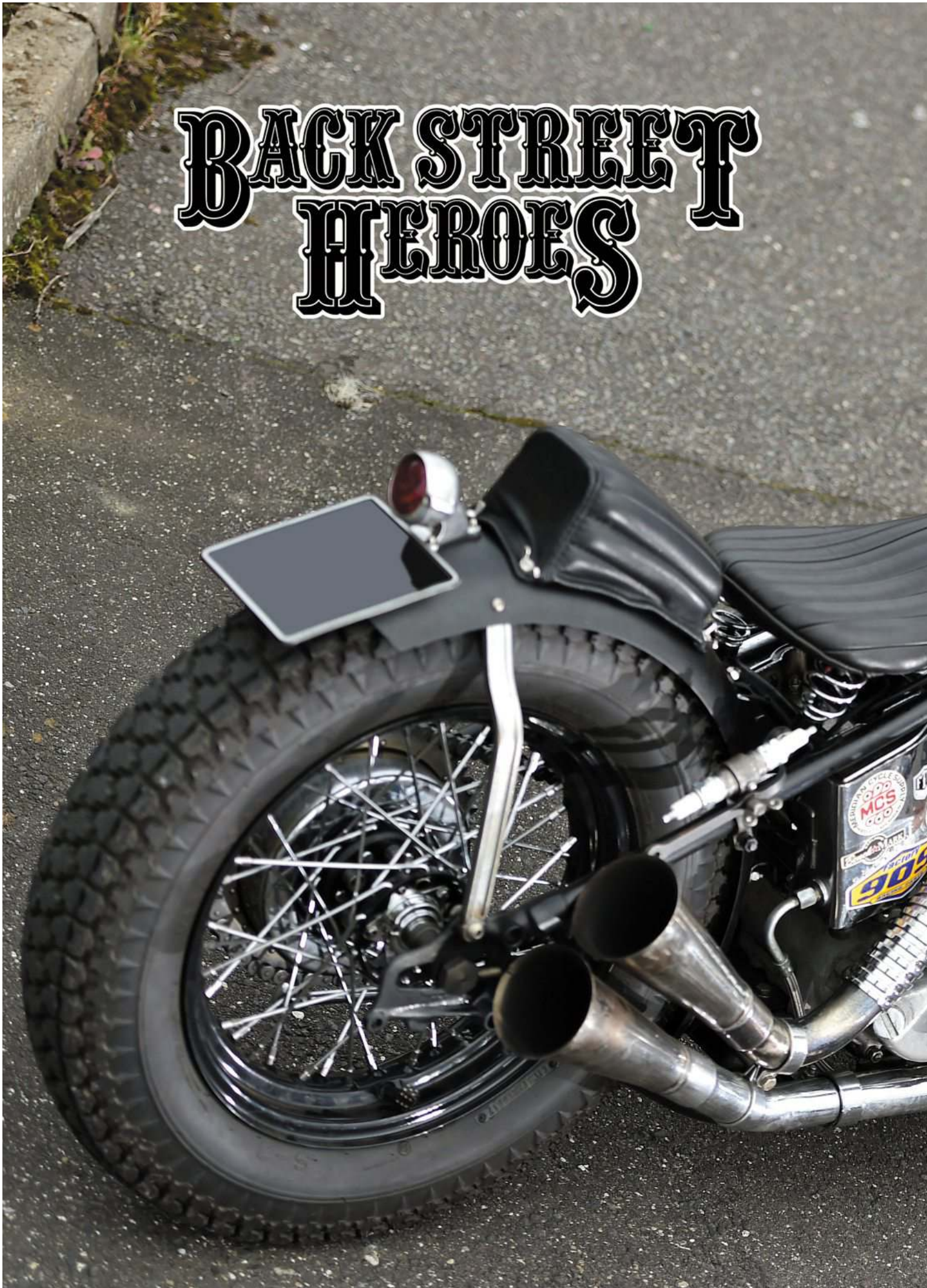
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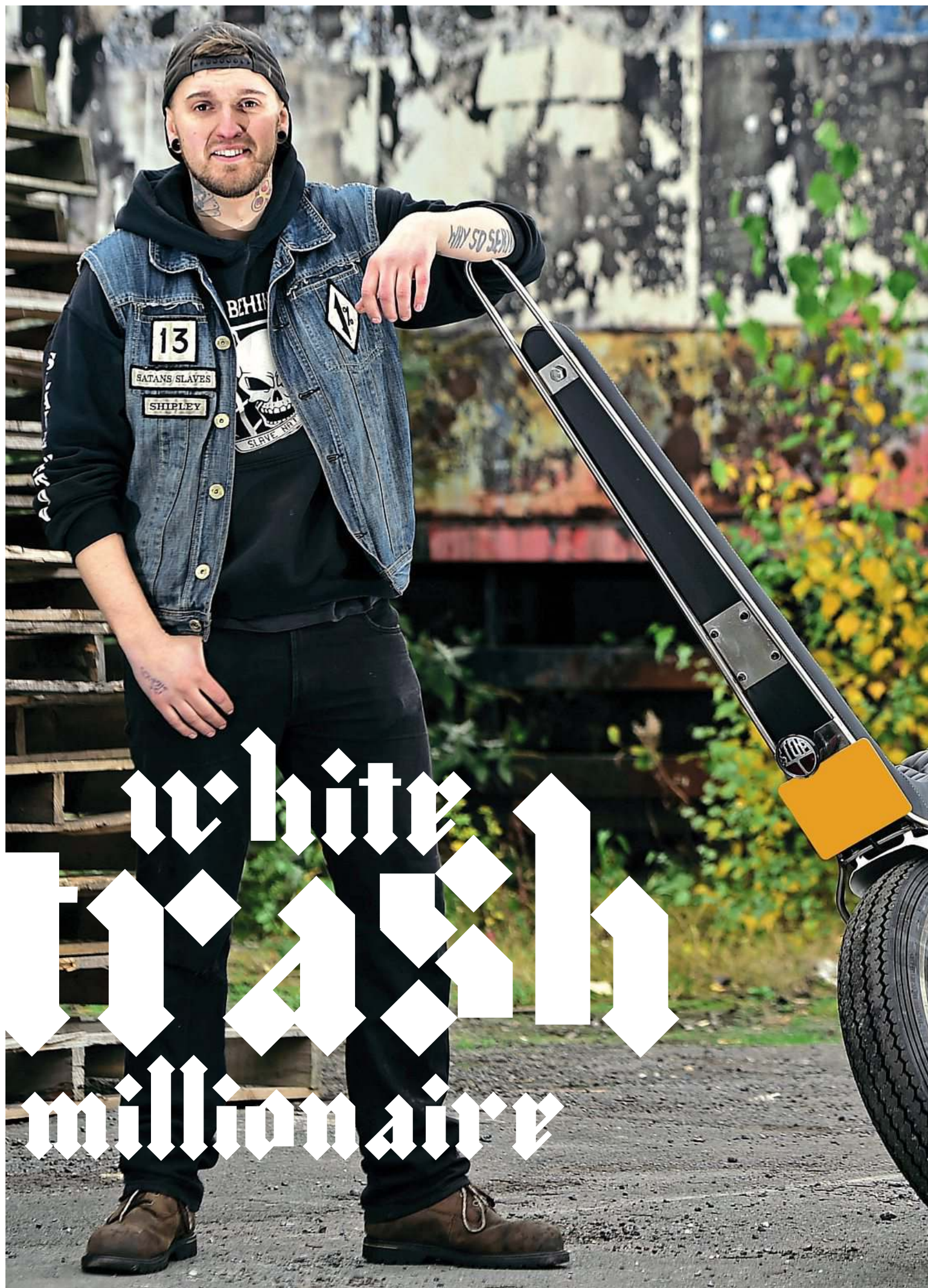
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white
trash
millionaire



WORDS: **WILL BEDFORD**

PICS: **SIMON EVERETT**

SOMETIMES YOU KNOW
WHAT'S WHAT FROM
THE START, DON'T
YOU? YOU KNOW THAT,
REALLY, ONLY A PROPER
CHOPPER WILL DO...

T

his bike, built around a '97 883 Sporty, is the MK2 version. The original was built when I was just 22. It had solid struts at the rear, the four-inch over front end, and a cut-down stock rear mudguard, but deep down I wasn't

happy with how the bike was going, and I knew I wouldn't be until I'd built a proper chopper.

I came across a Paughco hardtail frame on eBay really late one Friday for the right price and couldn't resist buying it. The day after I rode the Sportster up to the garage, stripped it down, and began planning what else I was going to need and how I wanted the bike to look.



I picked up a naff stick welder and half a pack of rods from a friend, and set about mounting the rear mudguard that I'd nicked from a friend, a repo' Ironhead Sporty tank, and a few other bits I'd gathered. I got the longest length of stainless round bar I could for the sissy-bar (three metres), and borrowed some bottles to heat it. I bent it by hammering some nails into an old table top as a template, and for a first go it went surprisingly well.

I only had about eight weeks to get the bike done so I was spending all my spare time in the garage and, luckily, things moved quickly. The dry build flew by, and I got it split back down and the parts away for paint and powdercoat, while my brother helped me split the engine. With the Sporty being my daily ride up until then, it'd seen better days so to get a proper finish I stripped the engine and blasted it. AG Briggs tackled the polishing, and me and my brother rebuilt the engine and hit it with some gloss black rattlecans. The colours for the bike were an easy shout, black and white, and Matt Earl tackled it in no time, with the seaweed flames being a perfect way to tie in a simple paint scheme with the rest of the bike. I assembled everything when the powdercoating was back, and treated the bike to a new ignition system – running the wires through the frame was one of the most stressful things I've ever done, but the result was worth it and, anyway, it wasn't as stressful as completely messing up and not having enough space for a battery box between the seat and the mudguard when everything was buttoned up. In the end I picked up a Shoria battery that was absolutely insane – the thing is tiny and weighs next to nothing, and I figured out that an old mess tin'd fit nicely in the gap. The whole bike runs on about three wires with the nice little push-button on the solenoid helping keep all the wires off the 'bars for a clean look.



To finish up, it had some rabbit-ear 'bars and a king-and-queen seat originally designed for an Ironhead (took some tweaking to fit, and it wasn't perfect, but did the job). I dropped on the 'pipes mega-cheap on eBay and couldn't say no – the last piece to the puzzle went on, and the bike was done... for then anyway. It fired on the button, and I grinned so wide the top of my head could've dropped off. My first build, I loved it. I rode it about through the summer, working out the kinks as they appeared.

When winter hit again I seized the opportunity to change a few things. The rabbit ears had to go, happily replaced with the pull-back Ts that are on now. The old seat and sissy-bar combo had wobbled itself silly at times so I made a metal base for a king-and-queen to help stiffen everything up – bigger is always better when it comes to seats so I made sure to use the height of the sissy to its fullest, and I was stoked when it came back from covering.

I also fitted some three-inch slugs to the front forks to stance it out a little more. They

get a bad press, I know, but it's a nice, easy and cheap way to get a little extra up front and, as long as you don't go mad, they're plenty safe enough. The original bike also ran a sprotor set-up which I wasn't fond of so I picked up a six-spoke Invader to match the four-spoke front, and fitted it with the same drive sprocket, but a separate disc. Mark Nadin at Black Crow Engineering came to the rescue, and engineered a stainless caliper mount so I could utilise the billet caliper from the sprotor set-up.

The final piece to the puzzle came when I had a conversation with a friend about naming bikes. I'd never really being into





ENGINE: 1997 Harley-Davidson 883 Sportster, Keihin CV carb, Mooneyes louvered air-filter, Dynatek 2Ki ignition, Paughco upswept gooseneck drag 'pipes, one-off points cover by Tony the Engraver | **FRAME:** Paughco rigid, 35-degree rake, stock mid controls | **FRONT END:** 21-inch Avon Speedmaster tyre, 21-inch 4-spoke Invader wheel, stock brakes, 4-inch over 39mm stanchions with 3-inch slugs, standard sliders, reshaped stock yokes, braided brake lines, custom pull-back T-bars, Kustom Tech Deluxe polished master-cylinders/levers, Biltwell Kung Fu grips | **REAR END:** One-off sissy-bar by owner, 16-inch 6 spoke Invader wheel/disc, custom billet caliper, one-off stainless caliper mount, stock master-cylinder, DID chain, unknown rear sprocket, Shinko dual whitewall tyre | **BODYWORK:** Stock front mudguard, H-D Ironhead Sportster petrol tank, one-off custom seat by owner, unknown rear 'guard, one-off oil tank by Fat Bobbers, German mess tins as battery/electrics boxes | **ELECTRICS:** One-off loom, eBay triangle headlight, Miller stop/tail-light | **PAINT:** Gloss white with black seaweed flames by Matt Earl (07938 492461 or Paint By Matt on Facebook) | **POWDERCOATING:** Frame & wheels by S&P Shotblasting & Powdercoat (01274 673697 or www.spcpaintings.co.uk) | **POLISHING:** Engine cases by AG Briggs (07815 419885 or www.agbriggchrome.co.uk) | **ENGINEERING:** Stainless rear caliper mount by Black Crow Engineering (07961 887951 or Facebook) | **THANKS TO:** "Arthur Bedford; Mark Nadin at Black Crow Engineering; & Tony the Engraver..."

the whole name thing, but we got on to wondering what I'd call it if I had to. I listen to a ton of music in the garage, and it seems to sway the way a bike goes, and it didn't take too long for it to hit me – White Trash Millionaire by Black Stone Cherry. There isn't really room here, but listen to the lyrics, and you'll see what I mean. It fitted perfectly, and I got in touch with Tony the Engraver, and not long after he sent me back an awesome side cover that finished everything off perfectly.

I had another summer with the bike after the tweaks, and fell in love with it even more. It taught me a lot about building bikes, and helped me hone a lot of skills. Every bike should be a direct extension of its owner, and this is no different – it's in your face, showy, and ready to hit the road. I'm glad I took the plunge when I did – it's been a hell of a journey. I may fit some long springers in it (I've got a perfect pair propped in the garage as we speak), but for now though I'm happy how it is. **BSR**



Crossing back into Italy...



That glass is how I felt after drinking the Croatian firewater, I can tell you...



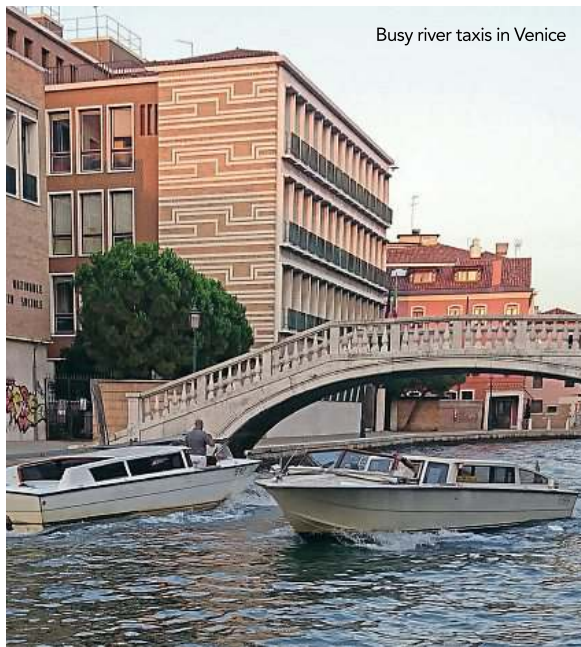
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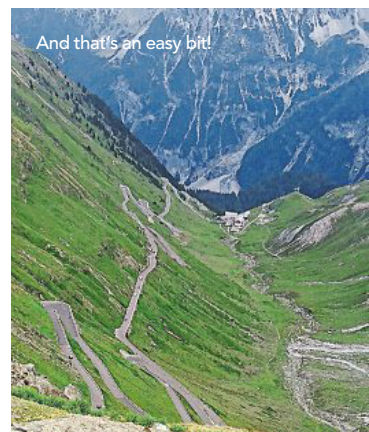


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Snack bars and tourists shops are numerous...



CRUISING TO CROATIA 4

TO RECAP, MESELF AND THE GOOD LADY'VE BORROWED A COUPLE OF BIKES FROM YAMAHA, A VERY EXCELLENT XSR700 AND AN EQUALLY SPIFFING XV950R, AND RIDDEN THEM RIGHT ACROSS EUROPE TO CROATIA. NOW IT'S TIME TO START THE LONG JOURNEY HOME...

WORDS: NIK

PICS: NIK & PAM

Having said goodbye to Rod and Cheryl, Pam and I set off on an inland route that'd take us up to the Italian border, via Slovenia again, but in fact turned off after a few hours and cut across the tops to enter Italia a few hours west of where we'd originally intended. The reason for this, y'see, was the fact that, on Rod's recommendation, we'd joined Airbnb in order to make sure we could find somewhere to stay at our first port of call – Venice. In the summer, Venice is absolutely overrun with tourists, and hotels are both hard to come by and pricey, so being a bit of a traveller he reckoned Airbnb was our best bet. He wasn't wrong either; I found and booked a double room in a beautiful old building right in the centre for a very reasonable sum indeed. He also said that while Venice doesn't appear to be that far away, it often takes far longer to get there than you'd expect and so, after a few hours of empty and beautiful Croatian

roads (and one very rapid stop when something large and stingy flew into Pam's open jacket and tried to nest in her bra), we felt that it might perhaps be a better idea to miss out on Slovenia and head straight from Italy. Once again my trusty TomTom Rider 450 (other sat-navs are available, but this one is bloody good) found us a twisty back way across the hills that saved hours of travelling time, and very soon we were riding into Italy heading for Trieste.

Sadly, this was to be a bit of a culture shock after hundreds of miles of empty roads 'cos the dual carriageway from Trieste to Venice was a bit like the A13 going into London – masses and masses of traffic, most of it trucks. It was only about 100 miles or so, but seemed to take forever and really required you to keep your wits about you 'cos Italian drivers really are crazy (as we'd been warned), and we were both really glad when the causeway that leads across to Venice proper came in sight, I can tell you.

The B&B we were staying at didn't have any parking, but both Rod and Maximo, the owner, had recommended finding a parking garage (multi-storey) to leave the bikes in overnight as they're much more secure than leaving them out on the street. We stopped at the first one we came to and were just about to book in when the guy on the gate said: "Hey, this one costs 35 Euro per bike per night – if you go down to the next one it's only 18 Euro, and they have better parking for bikes." What was I saying the other month about bikers being more welcome in Europe? Can you imagine that in the UK?

With the bikes parked and locked, we quickly found the B&B, dumped our bags in the room, and headed out

It's quite high up near the top too!



YAMAHA



Race track quality tarmac on the Italian side!



Gorgeous Panhead chop half way up!

to check out Venice. Now I've been there before (a long, long time ago), but Pam hasn't, and she wanted to see everything... well, you would do, wouldn't you? It's Venice. After a bit of price haggling with a water taxi driver, she and I (and no other passengers!) got a boat from near our digs all the way to the famous Rialto Bridge (still 50 Euros!), and then spent the rest of the evening wandering the lovely and tiny streets, just drinking in the atmosphere and the architecture, and wound up at gone midnight sitting in St Mark's Square between the Basilica and the Doge's Palace drinking coffee that wasn't terrifyingly priced, and watching the world go by. It's hard, this motorcycle touring, isn't it?

The next day the plan was to head north and ride the world famous Stelvio Pass that leads from Italy to Austria one way or Italy into Switzerland (via another pass) another. Not having the foggiest idea where it was, the faithful TomTom was called upon again. Due to my cack-handed programming though, we ended up missing the bottom (i.e. the Italian) end of the Pass, and actually entered it from the Austrian side (no, I don't quite know how either), but this was probably a good thing...

Y'see, the two sides of the Stelvio are very different – the Italian side is all smooth tarmac, flowing bends, excellent visibility; the Austrian side... ummm, isn't. Pam's not the most experienced mountains rider (she does most of her day-to-day riding in London), and I hadn't been there either, but after the Grossglockner we thought we kinda knew what to expect. We were both wrong. The Austrian Stelvio is steep (very steep in places), narrow (very in places – often single lane), about as smooth low down as a British road, and has cars and f**king great buses going



Very content cow on the side of the road



And one with a bell – finally!

up and down it. It also has walls built at all the hairpins, of which there are many, that prevent you from looking up as you approach them to see if there's anything coming down that you need to know about, which makes life, bearing in mind you're on the wrong side of the road in the first place, a little bloody hairy. Pam did really well, and only had one minor meltdown when a car stopped halfway round a particularly tight hairpin to reverse and change its angle, but by the time we got to the top we were both feeling a little mind-blown. The top of the Stelvio has a myriad of restaurants and tat-shops where you can rest, recuperate, and buy as much Stelvio-related tat as you can carry, and after an hour or so and several coffees, we set off again, down this time, towards Italy again.

And what a different bit of road the Italian side is! The Austrian side was tricky and challenging, but fun, while the



Obligatory waterfall pic



Italian side is just fun – really good fun. The corners are amazing; tight, definitely, but you can see round them, and the road surface was bliss after Austria. It was a lot more scenic too with Alpine meadows so twee you expected to see Julie Andrews pirouetting in them, waterfalls and, finally, cows with bells round their necks! It also has a lot more bikes on it too; the most common of which were Big Twin Harleys, all being ridden by HOG guys in open-faces, hoodies and leather waistcoats, and a damn sight quicker



Classic Ducati was absolutely in its element

than I've seen Harleys usually ridden in this country. I was very impressed – if you think Harleys don't handle, a few minutes on the Stelvio'll change your mind, it really will.

Then, after a few of the tunnels that Italian mountain roads are famous for (which are very narrow – good job they have traffic lights, you wouldn't want to meet too much coming the other way in them!), we dropped down into the little town of Bormio where we were hoping to find somewhere to stay the night. At the first hotel we stopped at, not only did they have a reasonably priced room, but the lady in charge came out to open an enormous underground garage just for us to put the bikes in – the perfect end to a pretty perfect day. 🏠



The Italian side is just bliss...



Didn't know the Flintstones came from Bormio?



Happy lady beside another further down

NEXT ISSUE:
SWITZERLAND,
FRANCE AND 'OME...
BOO!



HUGE THANKS TO YAMAHA UK FOR THE LOAN OF THE XSR700 AND XV950R – CHECK THEM BOTH OUT AT YOUR LOCAL YAMAHA DEALER OR WWW.YAMAHA-MOTOR.EU

PROJECT

JUST LIKE BLOODRUNNERS JACK'S... KATANA, PART 8

WORDS: NIK

PICS: PHWF

SO YOU MAY REMEMBER THAT, BACK IN PART FIVE OF THIS BUILD, I SAID THAT THE NEW AND COMPLETELY UNTRIED FRONT END FOR THE BLOODRUNNERS KATANA SHOULD WORK? AND ALSO THAT THE EMPHASIS WAS ON THE WORD 'SHOULD' AS IT WAS ALL THEORY? WELL, IT DIDN'T...



The bike as it stood last time



All removed



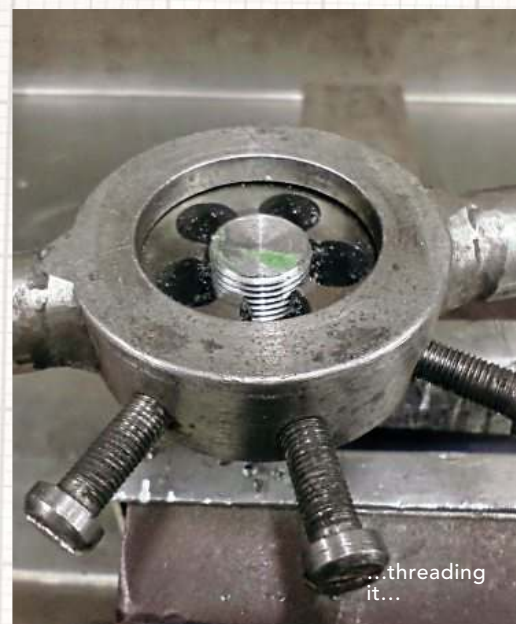
Measuring up the new headstock length...



...and in place



Turning the new head stem on the lathe...



...threading it...

When we took the bike to Motorcycle Live! at the NEC last year (actually before we loaded it into the van, but we had space to fill on the BSH stand) it was very obvious that the steering as was wasn't going to work properly, and Paul and Luke at Pointy Hat Wizard Fabs told us so, and said that they'd sussed out what was wrong and knew how to rectify it – they just hadn't had time to do it before the show. The plan was to get it back to them after the show,

which was always going to happen anyway as there's still a lot of other stuff that needs finishing, and they'd cut the existing front end off and replaced it with one that they knew'd work. O'course, while the Kat was at Custom Xtreme, they got some more work in and that meant that, when it went back, it had to take a back seat for a while while they did fully paying jobs to keep food on the table and the wolf from the door. That's the only trouble with mates' rates work, isn't it – you do get expert work done

at a lower price, but you have to wait for it. Then, of course, I made a sterling effort to join the choir eternal at 70mph on the A11, and for a while I wasn't too fussed much about the build either...

Anyway, the plan for the new front end was a very simple one, and one they'd done a thousand times before on a multitude of trikes – a leading link front end. Of course, this one was going to be a single-sided leading link, which is a little different, but the theory and the method of



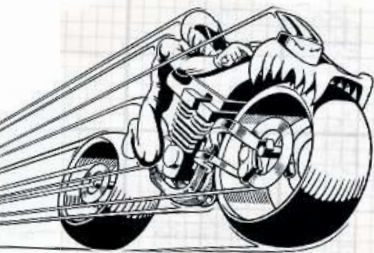
construction is still pretty much the same. A leading link uses yokes just like a normal telescopic set-up, but instead of forks, substantial 'legs' are affixed to the existing front swingarm, while suspension duties are still taken care of by the air-ride shocks we talked about a while ago. It's a system proven on a variety of trikes and sidecars, and BMW used it between 1955 and 1969 on all their solo bikes too, and it'll give us the look we're after.

As with any front end, the first thing you really need to do is work

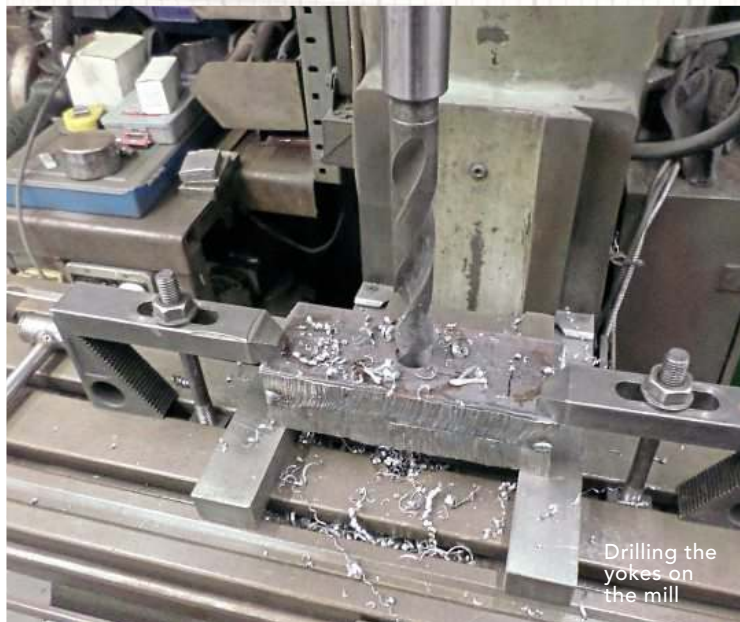
out how much trail you need. Trail is measured in distance between a line drawn straight down from the axle to a line drawn through the axis of the steering head, and is usually between 80-100mm – more than that and your bike'll be hard to turn, less and it'll be flighty and unstable.

Once they'd worked out what angle they'd need a headstock to be at to give the correct trail, the first job was to cut off the lower headstock and all the mounts that weren't needed to make the lower part of the frame

look neat and tidy, and then, after cutting the existing top headstock off, making up a new, longer one (to take the stresses and strains). This was measured, cut to length, and machined in the lathe to make bearing cups to take the bearings that'd allow the steering to turn. Then they made a new steering stem from EN8 steel, and machined threads into either end so that it can have nuts attached to lock it in place (just as on any conventional front end), before turning attention to the legs that attach the yokes, which



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yokes on
the mill



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All the holes
drilled



The new front end!

were still to be made), to the front swingarm. These were made from the same tube as the frame and swingarm and, after working out the angle they needed to bend at (60 degrees), were bent in a jig made specially for them. They attach at the bottom to a new rocker that swivels on bearings to allow the up and down movement of the suspension, and are held in one-off steel 1" yokes at t'other end. These were cut out from 1" steel plate with an oxy-acetylene torch, and then marked, drilled, shaped,

and then precision-bored, and finished. Et voila!

That is, just about, it; they still need to make a top mount for the front shock(s), and to sort out the aesthetics of the positioning of the fairing as the bike looks longer at the front than at the rear, but both of these are down to sorting out the ride height – as the Kat is going to raise and lower itself to park/ride, they can't do either of these until that's done... which will, I suspect, be something we talk about next issue... BSH

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TECH #1 HEAVYWEIGHT BOXING MATCH

WORDS & PICS: MR. BRIDGES

WHILE I'M WAITING FOR ENOUGH MONEY TO ACCUMULATE FOR ME TO BUY THE REST OF THE BITS FOR THE CG125, IT SEEMED LIKE A GOOD IDEA TO SPEND SOME TIME ON MY KLR 600, WHICH HAS RATHER SLIPPED OFF OF MY RADAR OF LATE. (NOT AS MUCH AS MY HARRIS. N.)



MY initial idea was to mount the radiator (Fig.1) by making a small diameter tube structure, but that would've meant making a wooden former to bend the ½" tube I wanted to use, and I didn't have any wood to hand AND I'd just bugged up the hand drill by letting all the smoke escape from it. What I decided to do instead was sort out somewhere for the battery to live, and do something about an air filter.

Since I binned the original sub-frame

and made another one to accommodate the YDS7 Yamaha tank and side panels, the original airbox wasn't going to work, and the layout of the frame meant that I couldn't just slap a pod filter on the back of the carburettor. Digging through the pile of bits I found the plastic pipe that connected the carburettor to the original airbox, which meant it got past the frame members that were in the way and left a nice round hole by the right-hand side panel. A bit of further rummaging turned up a filter that would fit into the end of the air pipe, and a little judicious trimming

of the side panel made it all fit quite nicely (Fig.2). The rest of the space has to provide a home for a battery, regulator/rectifier, starter solenoid, indicator flasher relay and a fuse box, and keep most of the weather off them. A tray that sat between the side-panels and followed their line up towards the rear to meet the box section cross-member seemed like the best solution as that would give me somewhere to attach the bottom of the side-panels, and ought to allow easy access to the electrics by removing the panels.

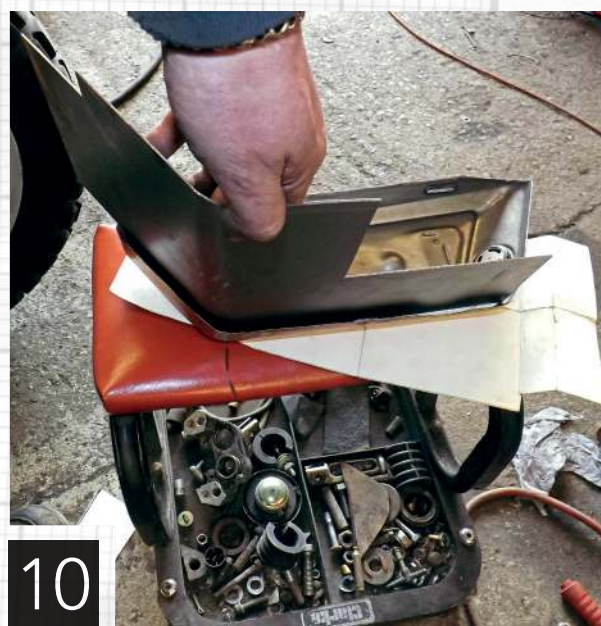
Since the panels were flapping around

at this point I started by taking an A3 sheet of card and folding in half lengthways to give me a centre line for my template (Fig.3). After a bit of juggling around with a tape and the bottom of the side-panels (Fig.4), I arrived at a width of 6" for the front, 7¼" at the back of the flat section, and 8½" from the front of the tray to where the kick

Once I'd folded the template to get the position of the bends, I notched out the rear of it to clear the seat support rails, and trimmed it off parallel to the cross brace. When I was happy with how it fitted, I put the pod filter back in place and measured how much I would need to cut out of the base to clear it. With a template that would fit in the space,

of steel that you can't store effectively which have got that way from having weird shapes cut out of them. It doesn't seem to be using up any more steel doing it that way, and even if it is using slightly more then that's offset by the savings in sticky plasters.

Since I wasn't making an exact copy of the card template, I scribed the steel



up for the rear started. I measured the 8½" from the 'front' of the A3 sheet, and folded it in half widthways (Fig.5). The point of folding the card is that as long as you take care to line the corners up the lengthways and widthways folds are at 90 degrees to each other, which keeps everything square. Marking out the 6" width at the front and the 7¼" width at the point of the kick up started, and the 'rear' end of the A3, meant that I could fold the template in half and get it in position to mark out the bends to meet up with the cross brace (Fig.6).

I moved on to cutting out some 1.5mm steel with the jigsaw (Fig.7). I measured out a rectangle the same length as the template, but an inch wider. The extra width was because I'd made the template to fit between the panels, but I wanted the tray to overlap them by ¼", and I wanted to bend a ½" lip on the left-hand side to give the bottom of the tray some stiffness. I marked out a rectangle to cut from the sheet, instead of tracing the shape of the template directly on to it, because I'm getting a bit tired of stabbing myself on oddly shaped sheets

out with a rule. Tracing my wobbly scissor cuts along the edge of the card with a wobbly scribe, and then following the line with a saw provides too many chances for compounding errors. While the jigsaw is perfectly capable of cutting out this type of thing, I find that using the vertical band-saw gives better results because the scribe line is easily visible and not hiding under a jigsaw. Once I'd cut the tray out (Fig.8), the next thing to do was to fold up the ½" lip on the left-hand side (Fig.9). For a good couple of decades I used a couple of pieces of

TECH #11 HEAVYWEIGHT BOXING MATCH

angle-iron clamped between two vices to hold the steel I was bending, and hammered it over using a block of wood to keep from marking the steel. These days I have a couple of sheet metal folders so I tend to use those, but for something this size two pieces of 1" x 1/8" angle-iron clamped in a Workmate,

steel, I folded it where the notches to clear the frame were, and offered it up to the motorcycle so I could mark where the last fold was to go off the cross brace (Fig.11) so that any errors that had accumulated wouldn't affect the fit.

With the tray folded up I clamped it in position, and thought about how I

panels in position I'm happy with the way it looks (Fig.14), so I'll probably weld brackets on the inside to mount stuff, and keep the outside smooth rather than just drill holes in the tray and have a load of visible bolts. Next thing to do is to find a battery and the rest of the gubbins to go in there. 



and the aforementioned block of wood and a hammer, would do the job.

The lip along the left-hand edge ended where the tray swept up to follow the line of the panels so, to get the tray to match the curve of the panels, I 'bumped' it on the folder which entails making a series of very slight folds, and moving the work out a fraction before making the next fold (Fig.10). With enough patience this generates a decent curve – without enough patience, it generates something more akin to a 50 pence piece. Once the curve was in the

was going to mount it. At the rear the easiest option was to drill some holes in the cross brace, which the little battery drill managed quite happily, and then I could hole-saw the top face of the brace and bolt the tray on from underneath. At the front the tray was hitting the top suspension mount (Fig.12) so I notched it a little so it would clear that, and then used the off-cut from where the filter went in the tray to make a bracket that I welded to the top tube of the frame to support the front of the tray (Fig.13).

With the tray bolted in place and the

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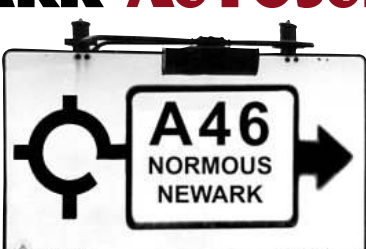


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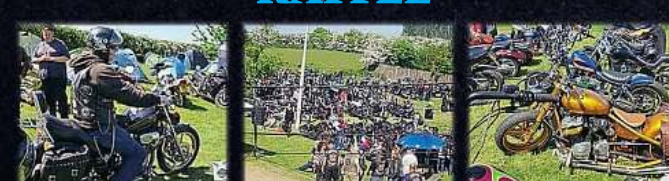


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TECH MR BRIDGES' VOL. III PART XV MOTORCYCLE DIARIES

IF YOU REMEMBER, LAST TIME WE MET I WAS SWAPPING THE FUEL TANK ON A TRIUMPH TIGER 900, AND MANFULLY AVOIDED ANY PUNS ABOUT TIGER TANKS AND WW2.



1

WORDS & PICS: MR. BRIDGES



That was because the threaded inserts in the tank had come loose, and the tank was leaking. Good second-hand tanks are hard to find because this is a not-uncommon occurrence, apparently. As well as the tank, there was an exhaust leak to contend with, and it was about due for a new chain and sprockets too. Having found the hole in the exhaust and repaired that, it still made a considerable amount of noise, and that turned out to be because the central spark plug had worked loose. The combination of

a spine-type frame and a three-cylinder engine means that the central spark plug is directly under the frame tube, and there isn't a huge amount of room to get it in and out. Add to that it lives at the bottom of a deep recess in the head and it's all a little tricky.

After blowing the hole out to make sure there wasn't any debris in there, I used a piece of fuel hose that'd push on to the end of the spark plug to get it started in the head, then used a magnet to lower the socket into the hole to avoid the risk of damaging the ceramic, then

used a short extension and a ratchet to tighten the plug. While out and about, I mentioned what a rigmarole it was to a few people whose day job is motorcycles, and it turns out that the central spark plug falling out on Triumph Tiger 900s isn't uncommon, apparently.

With that all done, I turned my attention to the chain and sprockets

At this point I was sensing a theme developing – the fuel tank inserts come loose because the bolts that go in them aren't treated with anti-seize when the tank's removed for a service or the wrong ones are used and/or the washers are left out causing the bolt to bottom out in the insert and twisting it in the tank enough to break the seal around it; the central

motorcycles then it's best to assume that anyone who works on it is going to be ham-fisted and allow for that – this is why I try very hard not to have threaded bosses when I'm building a frame, and where I do end up using them, I try and arrange it so that when the thread's damaged, the boss can be drilled through to accommodate a nut and bolt.



which all went smoothly, apart from needing to borrow someone who was considerably heavier than me to hang off a 3ft tube to crack the front sprocket nut off. With everything fitted and the chain adjusted, I was tightening the eccentric rear wheel adjuster up when there was a cracking noise which turned out to be the housing for the eccentric adjuster breaking (Fig.1).

It turns out that second-hand swinging arms for Tiger 900s are quite hard to find because the eccentric adjuster breaking like that isn't uncommon, apparently.

spark plugs fall out because they're a fiddle to put in and people worry that they're going to damage the thread in the head if they over-tighten it (by people, I mean me); and the eccentric adjuster housing breaks because corrosion or dirt builds up in the housing and puts more stress on the clamp, and I'm told that if you take them apart and clean them regularly the problem can be avoided.

What all of these 'not uncommon' things have in common is that they can be avoided with a little extra care. The message, though, is that if you're building

With the Triumph bolted back together, I got back on to the CX500. A suspension unit had turned up for it since I cut it in half, which was sourced from a Kawasaki ER600 (I think). I ended up drilling the holes in the frame out to 1/2", and cutting some crush tubes from some 1/2" OD 16 gauge tube which I tacked in place (Fig.2), and then cut out some washers from the 5mm plate with a hole-saw, cleaned the edges up, and drilled the pilot hole in the middle out to 10mm. That let me bolt the washers to the frame with a stud through the crush

tube, and weld around them to give a flat surface for the seat/suspension mount bracket to bolt to (Fig.3). The kit came with a lot of 12mm washers which were, presumably, for spacing out the top of the suspension unit in the bracket. I didn't like that idea so I machined up a couple of aluminium spacers, threw them

a hole for the spindle and bending the side-mount for the number plate. I've got a bender that happily manages 3mm plate so it was a simple matter of bending the bracket (Fig.7), otherwise I would have used a cutting disc on the grinder to slice along the bend line until the metal was thin enough to bend by

ever easier to get access to, but it would be perfectly possible to make this kind of bracket set-up in a few hours using a decent jigsaw and some sanding discs. You can buy a Chinese-made 40 Amp plasma-cutter for under £200, but the tips are consumables and it appears to need a constant



away, and then made a couple more that were the right size (Fig.4). Apparently my ability to do simple arithmetic hadn't got out of bed when I did...

To cap off the frame rails I made a couple more washers in 2mm steel using a hole-saw that wouldn't quite fit over the frame tubes (Fig.5). The idea is that if the saw won't fit over the tube, then the washer it cuts out won't be bigger than the tube. That means that, once it's welded on and the weld sanded flush, there will still be weld to hold it on (Fig.6).

With the bracket bolted on, and the tubes capped off, that just left drilling

hand, and then welded the bend to add back the metal that had been removed.

Once I'd welded the side-stand bracket on, and made sure that it cleared the exhaust pipe, that just left nailing the bits I'd taken off back on (Figs.8 & 9). The monoshock kit and the side-mount were both either laser or plasma cut on what was almost certainly a CNC table, which is probably a lot of people's first thought when it comes to this type of thing. There seems to be an increasing number of businesses offering smaller run and even one-off CNC laser and plasma services so it's becoming

60-70psi air supply – it actually said it needed "4-5 air" which I'm assuming is in bar, but could be elephants per matchbox for all I know, but either way it needs an air supply so you'd have to have a compressor too, and a 13 Amp extension lead strung down the garden isn't likely to work as an electrical supply if you're running a compressor and a plasma-cutter off it. If you already have a half-decent compressor and electrical supply, then that does look quite tempting, but not tempting enough to get me to open my wallet. 

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THE GATHERING STORM...



IT'S THE SINGLE ISSUE THAT CONTINUES TO DOMINATE OUR TIME: THE QUALITY OF OUR AIR, AND THE CHALLENGE IS TO ENSURE MOTORCYCLES ARE ACCEPTED AS A BENEFIT, NOT JUST TO AIR QUALITY BUT ALSO CONGESTION. MEANWHILE, THE VOLUNTEERS ARE HARD AT WORK WITH THE YEAR'S MORE ENJOYABLE AGENDA; RALLIES, BIKE NIGHTS, 'SPREADING THE WORD'.

Something's going very wrong in London. After years of engagement with Transport for London (TfL) officers, and with the Mayor himself, we're at a stage in the City where things could turn very nasty. As you know, MAG continues to promote motorcycles as a solution not only to our congested streets, but also in the pursuit of cleaner air. Weirdly, despite all the evidence we've given them, largely from their own data sets, the London authorities seem incapable of understanding that they're actually increasing air pollution and creating a serious injustice by even considering a charge on some older bikes.

If you think Clean Air Zones (CAZ) are all the rage, you might be surprised to learn that Cardiff has announced it won't be having one. That's a good, common-sense call by Cardiff. Birmingham has exempted motorbikes, again for compelling data-based reasons and this is a recurring theme nationwide, with Newcastle also following the same line.

MAG engages with local authorities on a case-by-case basis, robustly explaining the benefits of encouraging two-wheelers into their zones. It has to be said that the scepticism towards CAZs is palpable, and that's hardly surprising given the poor level of scientific justification for them. Even when they are considering them, every new scheme that makes an appearance on our radar is viewed and responded to by our paid team of Colin and Lembit.

Back to London, which remains the only place even considering charging bikes – the Ultra Low Emissions Zone (ULEZ) charge came into effect on 8th April, and right up to that date MAG has worked tirelessly to get motorcycles exempted from this emissions tax, simply because bikes actually reduce congestion and pollution. Charging them actually increases both! By the time you read this there will undoubtedly have been a lot more in the press about the fate of ULEZ and TfL.

I can tell you, with some sadness and an increasing degree of anger, that in their traditional style, TfL have dragged their feet to the very last on this. When we attended a meeting with them just a week before their stated implementation date, they were still unable to provide any credible reason why they were charging 'non-compliant' bikes (Euro 3 bikes are compliant) the same as a non-compliant car or small van. Worse still, they couldn't explain why bikes which were old but exempt had to be treated as 'guilty of polluting unless proven innocent' – an inversion of natural justice which goes against everything the British legal system is based on. This will certainly spell trouble for TfL unless they think again.

By total contrast, MAG has been remorseless in its efforts to make fact-based representations for the exclusion of all bikes. We've given them the evidence, and they've given no serious replies. They even told our team that they didn't want to exempt groups of motorbikes in case some had been modified. On that basis, ALL vehicles of all ages should be individually tested, and regularly, to check they haven't been modified either. That's the level of folly in TfL's thinking, and MAG won't let them get away with it.

They know they've got a problem. At the start of April there was a single designated test station (for the whole of London) for those who can't get a 'Certificate of Conformity' from the manufacturer. They've pinned the responsibility to prove you're clean enough on you, the rider! YOU have to take the time and expense to get your machine tested, at £175 per test at that site: and Transport for London will charge you £12.50 a day until you do – another patent injustice. We continue to update our online resource of those consulting on CAZ; check it out on our website.

On a more positive note, I'm glad to say we continue our involvement with Highways England; the organisation responsible for operating, maintaining and improving England's motorways and major A-roads. Highways England recently won a safety, engineering and standards customer service award. Currently on the agenda are arrangements for training such as CBT, plans to relaunch the 'Kill Spills' diesel campaign, the role of 'L category' three- and four-wheeled vehicles into the transport mix (not to be confused with L-plated vehicles), E-bicycles and motorcycles, and 'BikeSafe'. Along with NABD and the BMF, we provide the riders' voice at these important meetings that continue to shape our road network.

As the days become longer and warmer, and more of us are out and about riding, so the likelihood of bike theft increases. We hope you don't fall foul of thieves, but if you do, be aware that MAG members' motorbikes are covered by our theft scheme that offers to up to £10,000 for information leading to a criminal conviction. We also have our 'Lock2Lock' scheme – a plastic tag with a Velcro fastener that you can place on your lock to encourage others to link up – if, for example, where there's not a convenient fixed structure to lock to. If you need extra 'Lock2Lock' tags, you can buy them from the office or at many of our rally stands for £2 each.

Meanwhile, in a field near you, MAG volunteers are giving up their time so that you can enjoy a weekend among like-minded individuals. Already in my diary for this year are Into the Valley (3–5th May), Tone Vale Tea Rally (24–26th May), the Farmyard Party (21–23rd June), and Chinnor Bike Dayz (5–7th July), but there are so many events to choose from. Come along and celebrate the best of biking with us.



I look forward to seeing many of you out and about. We're fighting for your right to ride, and your right to enjoy the riding community. By joining us you help yourself, and open up, and protect, a whole world of motorcycling for now and the future. Ride free!

SELINA LAVENDER

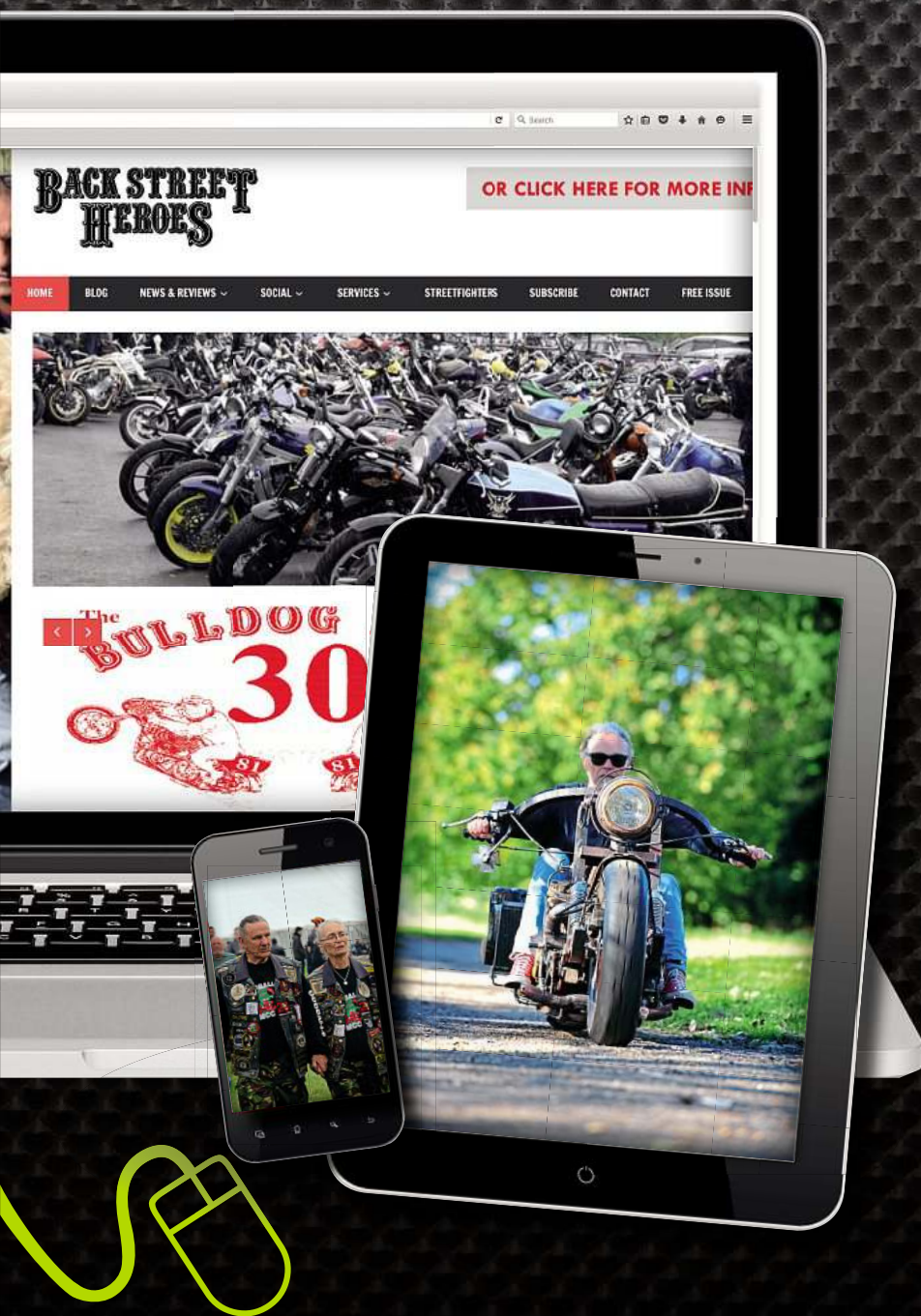
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The BSH Custom Bike Championship is back again for 2019 and, now in its fourth year, it's going to be a(nother) cracker!

There are a couple of changes this year though, but ones for the better obviously! Firstly, there are six rounds, as opposed to four last year, and we've tried to spread them out geographically around the country as best we can:

1 BUM IN THE MUD RALLY
MERSEA ISLAND, ESSEX
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2 BMAD BIKE FESTIVAL
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3 YOU'VE BEEN NABBED 28
KNUTSFORD, CHESHIRE –
10-12th MAY
www.nabd.org.uk

4 THE FARMYARD PARTY
HELMSLEY, YORKSHIRE –
21-23rd JUNE
www.mapevents.co.uk

5 NCC DIAMOND DAY
ACE CAFE, LONDON – 6th JULY
www.ace-cafe-london.com

6 ROCK & BLUES CUSTOM SHOW
PENTRICH, DERBYSHIRE –
25-28th JULY
www.therockandblues.com

AND EACH ROUND HAS FIVE CATEGORIES:

1. BEST CHOPPER
2. BEST CUSTOM

3. BEST NEW SKOOL CUSTOM
(CAFE RACER, STREET SCRAMBLER, ETC.)

4. BEST PAINT
5. BEST ENGINEERING

One bike from each of these categories will be picked as the winner of that class at that round. This is where our second change comes in – to ensure that all judging is completely impartial and not just 'who's got the most mates to vote for their bike', we have a hand-picked panel of judges, respected folk from the custom bike world who really know their stuff, who will choose their favourites from the winners of each category, and the one with the most votes from them wins (in the event of a tie, us here at BSH'll have the deciding vote).

THE JUDGES ARE:

PAUL TIMPSON FROM ZODIAC UK
DUTCH FROM THE BIKE SHED
MURRELLS FROM THE NATIONAL CHOPPER CLUB COMMITTEE
VIC & LIN FROM DESTINY CYCLES
LARRY HOUGHTON FROM LAMB ENGINEERING

The five winners from that will go on to be the stars of the BSH Custom Xtreme stand at Motorcycle Live at the NEC in Birmingham (16-24th November) where there will be a presentation with awards and huge amounts of prize money (£500 each category, £750 for Best Overall!!) an' that.

To enter your bike, simply come along to one or all of those events and put it in the custom show there – it's as simple as that! You don't have to enter each round, unless you want to of course, because you can only win once. Of course, if you don't win at the first one, you can always go to one of the others to give yourself another chance. And all the rules of the hosting events apply – check out their various websites for details.

Good luck!

ROUND 1

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ROUND 2

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(Bikers Make A Difference)

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T: 0844 415 4849 OR
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ROUND 4

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Tell me about Fastec Racing? When was it set up? Who works there?

Fastec Racing was set up in 2010 by myself and John Williams as an offshoot to our engineering business (we make parts for the oil and gas sectors, safety couplings and oil exploration parts, and also musical instruments, automation parts for the

printing and collating industries, and parts for various scientific machines) originally to create MX parts, as at the time our sons both did motocross. The team are John (director, Harley owner and motorcycle enthusiast), Danny (me, director, designer and creator with too many bike projects to list!), Oli (mechanical engineer and genius with the five-axis CNC machine with a background in motocross... we haven't forgiven him for leaving us and travelling the world for six months!), Rob (CAD specialist and machinist – no bike licence, but we're working on that!), Tony (bike builder and



machinist, currently has a Harley, but we're taking bets on how long it'll be around for as he changes them quite often), Tim (bike builder, good at servicing and has an all-round knowledge of engines, spends his weekends travelling around the country with his band), Jay (mechanical engineer and retained fireman with a love of unpowered two-wheels, but we're bringing him round to our side), Damo (bike builder, does servicing and mad about MX), and Sara (works behind the scenes, runs the office and shop, and tries to keep everyone organised, happy and supplied with coffee... unless out on her Triumph).

At what age did you get into biking?

Like most people, I started around the age of 12 or 13 riding bikes along farm tracks, anything and everything from Puchs to BSA Bantams to CD175s. At 16 I had an AP50 Suzuki, and then a 250 Hustler.

And why custom biking?

By the age of 17 I was building up the bikes that I had on the road and doing the usual modifications that many youngsters were back then, trying to get them lighter and faster. At the age of 18 I had a GS750 that I made new stainless side-panels for, moved the rear light, and made a small number-plate with a surround made from a telephone kiosk! I was also a founder member of the Black Rose MCC after my friend Malcolm died.

Where do you find your inspiration?

Lots of places really – over the years you see things you like or dislike, and those stick in your head. I read a lot of magazines too, and look at a lot of stuff on the internet, along

with looking at bikes at the shows we attend.

Which is your favourite bike you've built? And why?

Probably the GS750 cafe racer that was featured in the BSH cafe racer supplement a few years ago, as it was the first Fastec build and the first bike we used for around the shows.

Where do you see custom bike building/custom bikes going in the future?

I like to think all things have cycles so trends'll keep coming around. I think the electric bike sector is getting stronger, and that's all well and good, but I'm still a fan of the internal combustion engine personally. 🏍️

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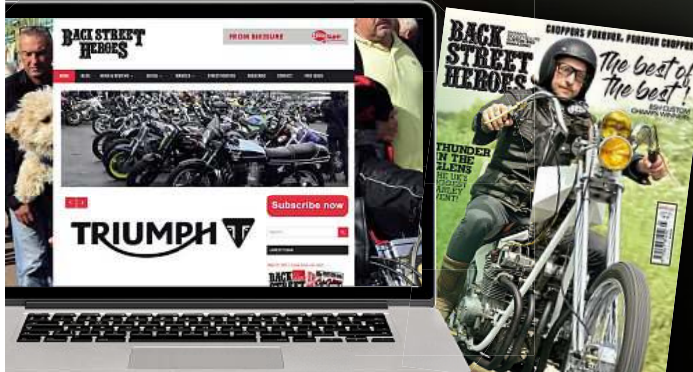
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WORDS: DAVE MANNING

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CAN-AM RYKER RALLY



There are a few different models; a 600cc Rotax twin or a 900cc Rotax triple in the base models, and this is the Rally Edition – the top-of-the-range model with the 900cc engine, different wheels, slightly knobblier tyres, hand-guards, an extra inch of ground clearance, and a sump guard to protect the bottom of the

engine, all of which suggest that it's directed at off-road shenanigans, but while it may bear the name 'Rally', it certainly isn't a green-laner or a true off-roader; it's just a little more adept at handling rough back roads, tracks, and the gravel tracks in the Algarve that you can see in the pics here.

Looking a lot like a scaled-down Spyder, as you'd kind of expect, a lot of thought has gone into the Ryker. To accommodate varying ergonomics, the 'bars and the foot-pegs are both adjustable backwards or forwards, and the brake pedal is easily adjustable too, and this means two people of very different statures can both ride the same machine with no issues; two of BRP's staffers – the sky-high Dutchman Olaf and the doll-like Elizabeth – could easily

swap between machines within seconds. It also means that you can tailor the riding position to suit you exactly, meaning the Ryker can be made to fit you like a glove.

There're a few other neat touches too, such as the easily accessible rear shock adjustment (a knob under your right thigh... insert joke here);

the neat 'glove box' in front of the clocks that has a pair of USB ports for easy charging of your 'devices'; and the fuel tank filler cap cover that slides back from behind the 'bars.

Once you've mastered the Ryker's starting procedure (like a lot of modern bikes, it's not just a case of turning a key and pressing a button like in the good old days...), the triple-cylinder engine sounds lovely, with a sound very reminiscent of Triumph's inline threes. There's a slight lag on take-up from the automatic transmission/drive, and if you hit the throttle hard there's a bit of judder, but this can actually add to the fun a little as it helps to break traction on the rear tyre, but more on that in a minute...

The Rotax lump fires out 82bhp which isn't massive these days, but it does make for a good power-to-weight ratio, and a 200-mile tank range from the 20-litre tank. As I said the Can-Am's an auto, using continually variable transmission, and it's easy to





use (no gear selection, no requirement to operate a clutch), and it makes for a compact package ideally suitable for a three-wheeler's chassis.

Those of you who know me'll be aware that I have very little respect for rider aids; the multitudinous array of knobs and dials on many modern bikes is just daft. The Ryker, thankfully, doesn't have many options, and they can be pretty much ignored; just click through the screen options to 'Sport' and you're sorted. There is an Eco (i.e. standard) mode, and a Rally mode too (that allows you to hang the rear end out on loose surfaces at lower speeds),



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but Eco isn't really necessary unless you have a lot of miles to travel and not much fuel, so Sport's the one to use. It's enough to allow you to spin the rear tyre from a standstill, and hang the back out on tight turns, but if you start to get a little too lairy the stability control can cut in – the Vehicle Stability System, as the factory blurb states, “applies the brakes to the wheels individually and/or reduces excess engine torque until riders regain control”.

It's strange, but it's deceptive – the Ryker feels faster than it really is, so you get your kicks at a safer speed than you would on a modern sports bike (or a modern sports car). Top whack is around 90mph (I never saw more than about 80 on the roads we were on), and the handling can get a little twitchy at these sorts of speeds – the front wheels react to road camber, bumps or divots, kicking the 'bars a little in your hands. It's not a problem, just a little unnerving until you get used to it. Below that it's just fine, so...

BRP are clear who the Ryker's aimed at, not necessarily experienced motorcyclists, although they'll enjoy it too, but people who perhaps haven't got a bike licence but want a taste of what motorcycling's all about (you can ride one on a car licence, you see), and also, thanks to the minimal controls, riders with disabilities (especially if you have a disability that precludes use of your left arm and/or leg). Okay, so if your regular ride involves lots of traffic to slice through, it won't be your first choice, but if you live in an area with little congestion, or have access to gravelly or slippery back roads, or live somewhere with loads of roundabouts (Milton Keynes or Telford, for instance), and/or you want everyone to look at you, then the Ryker could be a good choice. Can-Am've already sold more than 15,000 of their bigger, and less funky, Spyders globally, and they're fairly confident the Ryker'll sell at least as well, if not better. I think that's a fairly safe bet... 



PRICES START AT JUST £8,699 FOR THE BASE MODEL (£11,399 FOR THE RALLY), AND YOU CAN GET MORE INFO FROM YOUR LOCAL CAN-AM DEALER OR SURF ON OVER TO **WWW.BRP.COM**



LOW WEEKEND

WORDS: JIM FOGG

ILLUSTRATIONS: LOUISE LIMB

The black Triumph'd lost one of its baffles out of the short American trumpet megas, and I rode up and down that particular stretch of the

A6 creating a lot of disturbance trying to find it. In the end I gave up and unbolted the other baffle, took it out, and threw it over a hedge in disgust.

That was midway through Friday night. I arrived at Maggie's a little later to find I wasn't her favourite man of the moment, if I'd ever been, anyway, as was made abundantly clear. "The chilli's boiled dry, you bastard," she told me. "Oh, and I've just started with the curse too, so you're out of luck down the line. And when are you going to mend my Suzuki, huh?" I'd been promising to do it for a long time, but you know how it is, particularly with 425 Suzuki twins...

"I'll be back to see you when you're cured," I told her, and picked up my helmet.

"It's not an illness," she snapped back, taking a pan-scrub to a congealed-on mess in a blackened pan. "You chauvinist bastard..."

"Of your bad temper, I meant." I took my wallet out, fished around in it, and handed her a paper.

"What's this, for Heaven's sake?" she mumbled, reaching for her hippy-style John Lennon glasses.

"It's my birth certificate," I told her. "So less of the bastard, huh?" I departed to the sort of language you wouldn't expect from a postgraduate psychology student, thinking that it wasn't a bad sort of night to get drunk at a country pub well-known for its contempt for the licensing laws as much as for its well-kept Hartley's.

That was the high spot of the evening – you don't seem to need to pee as much with Hartley's as you do with some others, and if you ride a 750 Triumph you need all the help you can get to stay continent, after what the vibration's done to your prostate. Consequently, though, I didn't get

home until 4.30 in the morning, which was a bit tough because I had to start work at seven with a mouth like sandpaper and a headache like a replay of the D-Day landings.

The Triumph was suffering from sticky early-morning clutch, and when it freed, it started slipping, and then it cured itself, so I rode into Lancaster at 90 just for the hell of it. A 550 Honda chased me and, as I was slowing down for the roundabout, he came alongside, mouthing something through his full-face helmet, and tearing at his Barbour jacket front.

"Sheer off, you madman," I shouted to him. "You'll kill us both, you barmy bastard..."

He ripped open his waxed cotton and pointed to a white label he wore underneath, stitched to a Norwester nylon bike jacket. 'Police,' it said. I slowed down, waiting for him to jam in front of me and book me. Instead, as I rode left, he turned right away from me, towards the police station, until all I could see was a big back, a white helmet, and four smoking silencers. Like me, he wasn't due for starting work until seven, so maybe that's why he didn't book me, but I thought I'd better keep an eye wide open for any white BMWs for the next day or so, just to be on the safe side...

I got to the garage I was running at the time, and groaned as I saw all the broken glass just in time to avoid sliding the Triumph over it in a flat-tyred skid. The garage was on Lancaster's one-way system in, and it was one of the few places to still have an automatic night-serve pump – the sort you put a pound in, then see that some other customer's snapped the spindle on the handle so you've lost your money, or else the computerised counter's gone ape and you can keep pouring petrol for £1 until Doomsday; the sort that appeals to gamblers and chancers everywhere.

More important, the place was just around the corner from a night-club called Styx (although it's called

something else now). Naming a club after the mythical Greek river of the dead always struck me as inviting trouble, and so it proved – it was a good place to drink, fight, and have long conversations with the police afterwards, shortly before staggering round to the petrol station to attempt to buy petrol or kick in the windows.

I parked the bike, opened up, and set about trying to sweep up the glass. It wasn't easy – it'd been smashed inwards, and razor-sharp shards littered the shelves, shining icily among the bottles of GTX and EP90, the cans of grease, the Turtle Wax, and the display cards of bulbs, fuses, and radiator stoppers. I started to pick the glass out from among it all, putting it carefully in a cardboard box. Some of the glass was stained deep red with congealed blood, so I went carefully – the last thing I needed was hepatitis from some drunk who'd put his fist or his boot through the window. Then I picked up the finger so I guessed he'd put his fist through, and fairly clumsily, too...

It was a little finger, slightly shrivelled and very white, and I was still looking at it when my first customer of the day arrived; a young doctor on his way home from night-duty at the infirmary. He looked down at the severed member. "Oh, that's where it is," he remarked. "We had that guy in around 3 o'clock getting patched up. He'd been in a fight, broken cheek, nose, couple of ribs, and he hadn't even noticed he'd lost his finger, he was so drunk."

"Any chance of sticking it back on, doc?" I asked him.

"Not now," he answered. "Throw it away, it's no use to anyone, unless you intend to make soup with it. And as for the bloke it belonged to, well, it's a pity he didn't sever a vital artery as well, because I'm sick of spending my time stitching up people like him."

I guessed that he'd had a bad night too.

Then the fire service arrived in a red Land Rover, and that was another downer – they'd brought 37 two-gallon cans to be filled on Lancashire Fire Services' account.

"What do you do with all these goddam cans?" I asked the man in charge.

"We start fires with them," he replied, as if I'd just asked a stupid question. "We start fires, and then we put them out – they're for demonstrations." It was the year of the St Paul's, Brixton and Toxteth riots so I wondered momentarily what he meant

LOW WEEKEND

by 'demonstrations', and how far the Workers' Revolutionary Party had infiltrated the fire service?

The next thing that happened was that I splashed petrol in my eye, which is painful, and it blinds you pretty successfully too, because the other eye starts watering and smarting in sympathy. I phoned the office for help, and Carol came down with a kind word and a plastic bottle of Brolene, which she put in my eyes by tiptoeing over me as I sat cursing in a chair. Carol is tiny, about five feet tall and around six stone, which makes her a foot shorter and nearly one-third as heavy as me – she's also one of the sexiest girls I've ever encountered (I nearly said 'come across', but this wouldn't be true); not at all pretty, but lively with a good sense of humour, and a body that seems incapable of staying still, delicate and boneless like a Siamese cat's. It's hard to have a sensible conversation when someone like that is bending across you, and you can feel your Levi's creaking under the strain so I grabbed her by the hips instead.

She yielded a moment, and then became more businesslike, and stiffened up (which made two of us at that particular juncture in time). "What're you doing this weekend?" she asked.

"Nothing much," I answered hopefully. "Just riding around, maybe..."

"Oh, I'm going to the Dragon Rally with my boyfriend," she said brightly. "On his Superdream..." Well, someone's got to ride them, I suppose.

"How about a drink sometime?" I asked, blind, depressed, and enraged all at once. "We could go off somewhere on the Triumph – you'll like it after the Honda..."

She looked down at my Levi's, and I'll swear she smiled like a cat with its paws in the cream. "Well, it's bigger," she answered. "Yes, I think I might..." I'm still waiting by the way, it was that sort of weekend.

No comfort there, I thought, so I decided to have a pie and a pint of Hartley's down on the quay. I was sitting there reading someone else's paper when a column caught my eye. "Trouble in Lakes" (it said). "Police expect 2,000-4,000 scooterists in mammoth rally near Keswick, danger of conflict between 'Mods' and 'Greasers'." Just like the old days, I thought to myself, and smiled. Before I chopped my antique and nasty Harley in the late '60s it'd had running-boards (footboards, call them whatever you like), and thereby hangs a tale which

is basically this; if you ride alongside a scooter on an old, low Harley, you'll notice that its footboards are lower than the scooter's. If you wedge your footboards under the scooter's and lean outwards slightly, something really has to give, and it's not a 600lb bike with a 200lb rider, you can take it from me – because I know... It used to be quite a party-trick along the East Lancs Road, way back before most of you had been weaned, but it also led to me being knocked backwards out of the saddle by a pool cue wielded by a Mod who'd just had to scrap a dented Vespa and caught me riding home from O'Connor's one night down a darkly lit backstreet, but that's a memory I'd rather not recall in any great detail.

I sat on the quay, musing about Mods. Suddenly, I cracked out laughing as I remembered what they'd always reminded me of, and fellow drinkers veered away sharply, shook their heads sadly, or made an excuse and left – no one likes to sit too closely to a man who suddenly starts laughing like a madman, just in case it's catching. That's the way the world's going; full of people who're so afraid of losing their cool that it'd take an icepick to chip them out of their self-controlled exile from the real human race – the ones like you and me who laugh, cry, spit, and get mad or fall about at something they can't comprehend or wouldn't be interested in anyway. Try telling the man with a Volvo why you want a bike with 14-overs, a prism tank, rabbit-ears, and a tombstone tail-light, and see what he says, huh? Not that you get much understanding from Mods either, but that's because they're on their own trip, which is something I suppose, even if it involves furry backrests and looking like the scooterised division of the Argentinian cavalry.

Anyway, this is what they remind me of; when I was young and loved by my parents and grandparents, someone once bought me The Wind in the Willows which, like all good kids' ones, has enough subconscious nastiness to be enjoyed by the young while it terrifies them at the same time (and Kenneth Grahame, its author, was basically a weird sort of guy, it turns out, too). There's Toad of Toad Hall, the ultimate animal layabout and a motoring-freak as well, and sprightly Ratty, and Mole, and grey and cantankerous Mr Badger, who lives alone in the Wild Wood and doesn't give a monkeys for anybody. I've always liked Mr Badger, as you might guess...

The baddies are the stoats and

weasels who also live in the Wild Wood: mean and bad when they're all together, with little bright nasty eyes, twitching ferretty snouts, and sniggering, snickering voices, always ready to leave the Wild Wood in vast numbers and spread fear and despondency among the other little creatures of the countryside. Just think of all those Mods, in olive drab parkas, with their pointy beardless faces poking out of open-face helmets, their passengers leaning back on the furry backrests as if they were committing an illegal act up the rider in front, those whining, pop-popping gutless motorised bog-seats, customised like full-dress Harleys, and even more unstable around bends or in the wet. Have you ever heard them discussing the relative merits (if that's the word) of Lambrettas and Vespas? Of 100s, 125s or 150s? Of tuning, for God's sake? Pass me the bag, Vincent, I swear I'm gonna puke.

I've tried to rationalise my acute feelings of distaste, but I can't do it – it's owls and ravens, cats and dogs, or Tories and Trots; the gulf is so wide that no comprehension or critical appreciation is ever going to be possible this side of the Second Coming. And maybe not even then, either.

I drank the last of my beer, and thought that I might just go and visit Keswick for what remained of the weekend. That's the sort of mood I was in. As I headed up the A6, the black Triumph loaded down with a tent, sleeping bag, and enough tools and spares in saddlebags to keep it running through anything short of being struck by lightning, I became aware that something wasn't too good with Meriden's finest. The vibration was there, numbing my fingers, deadening my thighs, and producing a constant desire to get off and pee behind the nearest wall, but here was something else too, over and above the customary discomfort. It was starting to lack power, and it was beginning to smell hot and oily both at the same time. This isn't unusual with most Triumphs, but I was a bit worried that it was happening to mine – I'd spent the previous six months using a vast array of gaskets and jointing compounds of various colours from red to blue to clear, and (for the first time ever, I might add) a torque wrench, allied to a series of maniacal bursts down motorways just to see that the thing stayed oil-tight, and I thought I'd cracked it.

Just outside Kendal I decided to stop and take a look. One of the oil-pipes from the oil-carrying bit of the

frame to the motor'd split on me, and the gearbox, the back of the primary chaincase, and both my boots were covered in Castrol's finest. I cursed, and swore to do two things in future; firstly, to buy some braided steel hose instead of the Durex reject piping I'd been using before, and secondly to avoid drinking enough to blunt my already hazy perceptions before a snap decision to go for a run.

It started raining in the only way it knows how to in the approach to the Lake District – big solid drops at first that splash individually on your paintwork and make pretty patterns, and then in solid streams straight down from a lead sky that soak you through in a minute flat. I cut a Biro in half with a knife, and joined the two halves of the pipe on to it, and then tightened a small jubilee clip over the join. The dipstick told me nothing, so I walked two miles to the nearest garage and bought a quart of blue Honda oil, which was all they had. That seemed to do it, so I got ready to kickstart the bike as rain cascaded off my eyebrows and beard and, though I didn't know it at the time, filled my helmet, which I'd left upside down. I put all my weight into kicking down, and my other foot slipped in all the

goddamn oil, and I fell over with 420lb of Triumph on top of me. I lay in the wet, watching my waterproofs slide out of a saddlebag and on to the road, where they were immediately submerged in a deep puddle...

I decided to stay down there a little while and think about what I was going to do next, but I changed my mind when one of the exhausts finished burning through my Levi's and started burning through the inside of my knee. As I was getting up, fairly quickly too, one of the 'bar-end mirrors on the Texas 'bars caught in the fly of my Levi's and ripped all the buttons off, and I fell over again. This time I burnt my hand on one of the exhausts, but by that time I couldn't've cared less anyway...

It was 4.30 in the afternoon, but that didn't stop me wheeling the Triumph into a field, pitching my tent, and crawling into it. It seemed the wisest thing to do, even if I was only 30 miles from home and there were still three hours of daylight left. I woke up at 7.30, just as it was getting dark, and rode to the nearest pub, where I spent three hours in the hilarious company of an undertaker, a man with angina and emphysema, two fell-walkers, and a religious maniac who believed in UFOs and ley-lines, and that Jesus had come from Venus. The beer tasted like something strained at least once through a panda's kidneys, too.

On the way back, the Triumph's lights failed, and I

couldn't find the field where my tent and quite a few of my worldly possessions were. I was falling up and down plough-furrows in a field where I thought they might be when I was suddenly blinded by the spotlights on an orange-and-white Range Rover.

"And what are you up to then, son?" a Cumbrian voice enunciated out of the dark, and the biggest policeman I've ever seen in my life suddenly appeared at my left elbow, eyes and teeth gleaming in anticipation.

I explained about the bike, the tent, the field, the pub, and the bad day I'd been having so far, and he asked me to turn out my pockets. He found an oily handkerchief, £7.50 in notes and change, an obscene key-ring a girlfriend had bought me back from Rhodes (the copy of a Roman original of a dwarf with an enormous chopper, and I don't mean a TourGlide, either), and a wallet filled with the detritus of a fairly law-abiding life; licence, insurance, kidney-donor card, and a photograph or two of a French teacher I used to know in a miniskirt and black lace-up boots. He seemed very disappointed.

"You into drugs?" he asked me.

"I would never abuse my body in such a way, sergeant," I assured him, my tongue a bit fuzzy from the bad beer, and my guts starting to squeak ominously from the same cause, or possibly the ham rolls with curled-up edges and the smell of stale paraffin. "Excuse me, nature calls, I've gotta take a..."

At least his mate had the decency to cut the spotlights.

"I was only asking," he went on, "because this field is stuffed full of magic mushrooms, and we get all the punks and hippies down here about twice a week. Still," he added, "I don't suppose it'll be of much interest to a guy of your age."

I could hear the two coppers laughing as they drove away, and long after their tail-lights disappeared down the A6. I rolled myself up in my leather jacket, and went to sleep, deciding not to bother about the bike and the tent. When I woke up the next morning, I noticed that they were both in the next field, about 50 yards away, and about 50 feet apart – if I'd kept on riding the Triumph I'd've fallen over the tent and sleeping bag. As it was, a herd of cows'd walked over the tent after blundering into it in the dark (maybe their lights'd failed, too), and had eaten quite a bit of the sleeping bag.

It was Sunday, and I'd decided



LOW WEEKEND

I didn't want to go to Keswick to confront the Mods after all, so I headed back down the A6 homewards. The Triumph kept cutting out all the way back, for no apparent reason. It'd stop, I'd check the points and the fuel lines, then take the cap off the Export tank and check that I had enough petrol, put it back, and the bike'd start third kick. Half-a-mile further along it'd do the same thing, and I'd do exactly the same, fiddle with the petrol taps, and clean the plugs, and it'd start again, and then cut out another half-mile later. In Carnforth, about eight miles from home, I decided to give one of its residents the chance to take up the offer of a lifetime. Bozzy (I still don't know what his real name was) had been pestering me for about six months to sell him the Triumph. I looked at him – he was a tall, spotty, 20-year-old who wore motocross boots, designer jeans, and a Levi cut-off with a McEwan's beer-towel stitched across the back – and I decided that there was no way I'd sell him a Triumph, and that I'd rather see it go to a syphilitic, one-legged Armenian sheep-gelder than someone who dressed like a reject extra from Mad Max. It's funny how your opinions can change in six months, huh? I wiped it down a bit, and called at his house on my way home.

"Kin'ell, do you mean it?" he squeaked excitedly. "Wow, that's great, just what I've been looking for!"

I assured him that I did, and it undoubtedly was, and I almost caught myself sniggering. "It cost me £625," I told him. "Mind you, there's the custom paint job, Outlaw Black, and the American mufflers, and the handstitched bucket seats and the Texas pullbacks, and all the work I've done developing the engine..."

"Oh, I don't want those," the little messer told me in return. "I'm going to fit the big tank, a nice flat standard seat, flat 'bars, and indicators and everything – make it into a proper Bonnie."

After that, I didn't feel too bad about taking his money which, after a bit of half-hearted haggling (he wasn't too skilled at it, and I'd've taken £400 ready cash, a lifetime's supply of Preparation 'H', and Margaret Thatcher's memoirs just to be rid of it), came to exactly £625. He paid me out of a biscuit tin labelled A Present From Pollockshiels, which probably summed up the whole transaction pretty well.

I was waiting for a National bus in Carnforth, looking like a dismounted cowboy with my saddlebags over my

shoulder and my tent and sleeping bag at my feet, when I became aware of an insistent buzzing, whining noise, a sort of enraged droning coming steadily nearer. "Oh, no," I muttered to myself, as I looked down the A6 and saw 35 Lambrettas and Vespas screaming along towards me. "That's all I need..."

They all stopped alongside the pavement where I was standing, and peered at me out of open-face helmets, eyes beady, snouts sniffing expectantly. There was a crazed blipping of throttles, a sound like beer-cans being fed slowly through a hover-mower, and I started choking on all the blue smoke and Castrol 'R' fumes. I saw from their colours that they belonged to something called the Glasgow and Paisley Avengers Scooter Club. Their leader spoke, and I couldn't understand a word until I'd modified (no pun intended) my ears and brain enough to listen carefully to his machine-gun diction. "Hoo fur ye goin', Jimmie? Wassamarrer, ye bruk doon? Diana fash, hup on baird and ah'll gie ye a lift, ye ken, fair as ye're goin', nae bother, Jimmie."

Two of his minions bungeed my tent and sleeping bag on to their scooters, and I clambered aboard his Lambretta. He blipped his throttle, and set off more rapidly than I thought possible with a scooter, with the others following behind him.

"Amal n' Stage Three 'n' the full wurrks, ye ken," he shouted back to me as we whined along, occasionally striking sparks from the pavement with footboards, the front end diving as he braked suddenly. "Bored oot, heid skimmed 16 thou, up tae racin' standards, nae danger, Jimmie."

"Is that right?" I shouted back at him. "Er, yes, it seems to go pretty well, huh?"

"Ye ain't seen naething, Jimmie," he screamed, and I could see the crazed grin on his clean-shaven face as he turned to look at his mates behind him, and gave them a sudden thumbs-up sign. And then, and I swear it's the truth, the mad Scot wheeled his Lambretta, two-up, for about 20 yards, with his fellow Mods blowing their horns behind him in congratulation.

When I was dropped off by my own front door, I thanked him for the lift, and he and the other Mods screamed off with a noise like a Super Etendard, and enough smoke to keep Vent-Axia in constant production for a hundred years. I went inside, mainly to check that I wasn't bleeding from too many orifices and that I hadn't wet myself as I was beginning to suspect might be the case. Of course, the Mods had

ridden off with my tent and sleeping bag, but they were welcome to them, anyway, after what the herd of Jerseys had done to them.

The black Triumph? Well, it became a blue-and-white home model Bonnie, with a nice flat seat and all the other things Bozzy said he'd do to it. He sold all the custom bits for £180, then he sold the standard, and nicely rebuilt, Bonnie for £750, and he went out and bought a 650 Katana, thus confirming what I'd thought of him all along. The mystery fault? The cause of the bike stopping and cutting out every half-mile? Fuel starvation due to an air-lock caused by vacuum – the vent-hole in the filler cap was full of cowshit of course, and every time I took the cap off, the fuel started flowing again, which lasted as long as it took for another vacuum to happen after I'd then put it back.

I sat in my house, and I looked at the Haynes manual for Triumph twins, and I said 'Never again'. On the other hand, now winter's here I might just build myself a low-rider with a 650 Triumph engine, which I keep telling myself probably won't vibrate as much as a 750. Well, for reasons I can't fully explain, I bought a cheap ex-police BMW last year and, my life, it's boring: so maybe I ought to keep the Beemer as a rat-bike (real class, huh?), and organise a nice little low British number, huh? I'm beginning to remind myself of that old American guy who'd been riding Harleys for 47 years, and was sent a questionnaire by the factory:

"How long have you been riding motorcycles?"

"47 years."

"How many of your motorcycles have been Harley-Davidsons?"

"All of them – 22 in total."

"Will your next bike be a Harley-Davidson?"

"Yes."

"If this is going to be, could you inform us why?"

And the old guy took up his pen and wrote in the space provided, in big block capitals:

"BECAUSE I DON'T HAVE A GODDAMN BRAIN IN MY HEAD, YOU BASTARDS!"

I'd be reluctant to say that BMWs are Germany's equivalent of Harleys, but Triumphs are sure as hell Britain's. I'm still young enough to take a few low weekends, even now, and I'm old enough and wise enough to know I haven't got a goddamn brain in my head, too, just like the old American guy.

And it bothers me about as much as it obviously bothered him, as well... 

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RIGHT: Another of Lawrence from Yokai's cool pics from Japan.

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RIGHT: The lovely Mirella on Gaz's bike at Americana in Horsham. Ding dong!



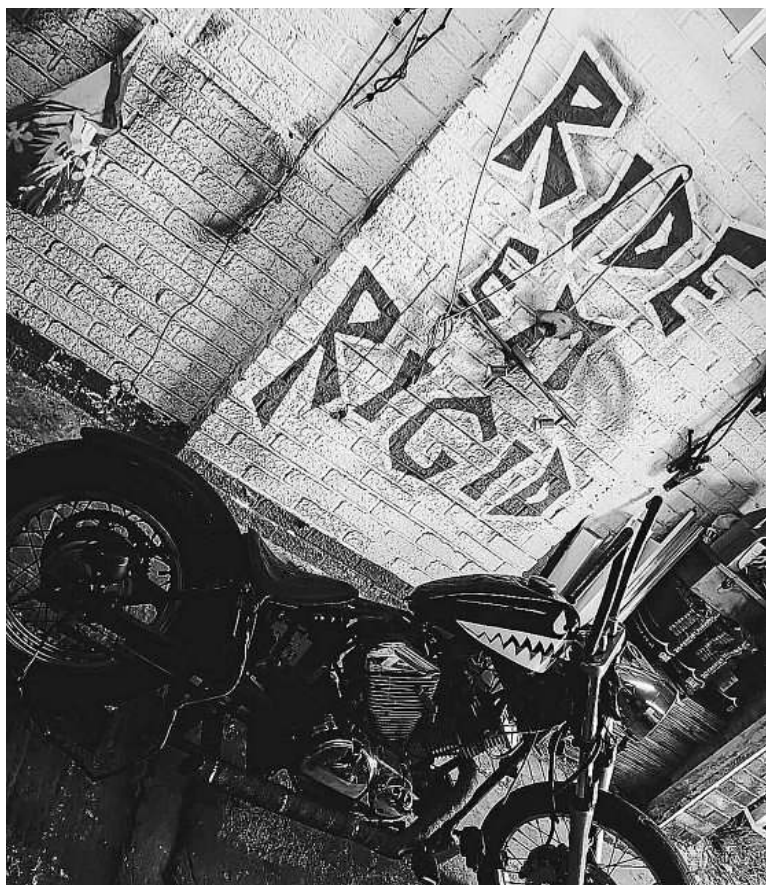
ABOVE: Steve Kilbey's shed-built '77 Kawasaki KZ400 bobber – his first custom build; everything except the powdercoating was done by him!

RIGHT: Darren Barclay's ZZR600 rat, Norman, just after winning 'Best Rat' and 'Loudest Pipes' at the Jolly Roger show in Kilmarnock – well done Norman!





ABOVE: Unbelievably cool Trident chop recently acquired by the Norfolk Motor Museum and currently undergoing a restoration 'journey'. How cool is that?



WINNER

LEFT: Great pic of Harry Gibson's XVS 125 Yamaha that he's hardtailed and done a fair amount of work to. Might be a little bike, but it's got a big attitude!

ABOVE: Dear BSH, just got back from four days up the North Yorks coast – look what happened when my mate Kirk had too much candy floss and fresh air! Jamie M.



ABOVE: Phil's Bandit 7.5 aka FIND Muck, resurrected from his last rat, the wonderful IrRATant.

BELOW: Tidy Suzuki café racer spotted by Geordie Ray.



LEFT: Ray Snelling made good use of his redundant tax disc holder by putting in a pic of his beautiful wife Carol, who sadly passed away recently – she now rides with and watches over him wherever he goes.

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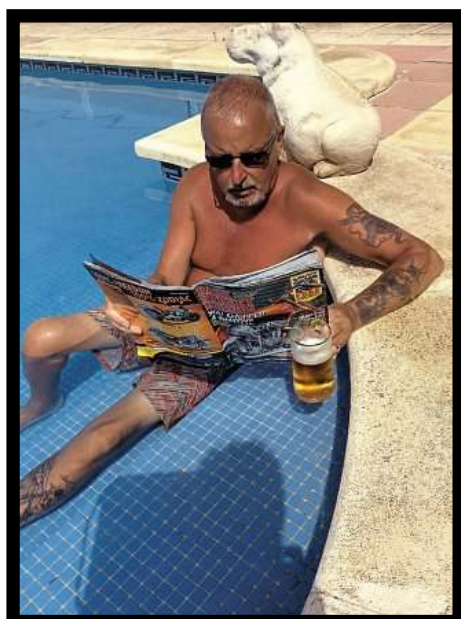
RIGHT: Clive Rogan and his missus on his '89 FXR – cool pic!



ABOVE: Andy's CX500 Eurosport has been café'd and looks so much better than a stock one for it!



BELOW: There are people out there who are too short-sighted to see that you can do cool stuff to 125s these days. Fortunately, there are also folk like James Carr who prove them wrong!



ABOVE: Kev Moore at his relatives' place in Spain, enjoying a good read and proper refreshment – good choice, Kev, you need to keep properly hydrated in hot weather.





ABOVE: Nils is from Germany and was introduced to BSH by his wife, who's a native Mancunian. This is a very tidy little café racer he's built – love the proper café racer tank!



ABOVE: Great pic from last year's Distinguished Gentleman's Ride in Bury St Edmunds, by Trevor Dowling. Cool people riding for a good cause!

LEFT: Martin Whittaker's A10 bobber – glorious!

RIGHT: Amazing really isn't it, how lenient some driving examiners are? I mean, this guy has his licence, but he can't even read!



BELOW: Jack Doran from Evesham's newly built XS400 'Bratbob' – cooler than a snowman's cold bits.



ABOVE: The guy who owns this goes by the cryptic handle of 'Michridesablade' ... umm, that's not a 'Blade as far as I can tell?



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RIGHT: Chris Angus says:
"My XJ600 pre-Diversion
hardtail build by Johnny
Angus." Confusing or not,
it's still a great bike!



ABOVE: Igor's
CB750 café racer – a
complete rebuild
and transformation.
By the time you read
this, it'll probably've
been sold to fund
his next project – a
Shovelhead bobber.

RIGHT: Nick Poole's
CB750 chop that
he's had for 30-plus
years. That's his
good lady aboard
it, narked that he
hasn't left the keys
in it...



RIGHT: Troy
Murdoch's '95
XV535 Virago – a
sterling example of
the breed!

BELOW: Cool bike
from the top of the
world! HanaAna
from Finland's
gorgeous '71 NRE
750 Bonneville has
Nourish cylinders/
heads/crank/cams
and a Bob Newby
clutch/belt drive,
and this pic was
taken at the Joutsa
Chopper Show
evening party last
summer.





ABOVE: Bob from Old English Customs says of this pic simply this: "Watch this space". He's very cryptic, is Bob!



ABOVE: Julian Thomas' old 1947 Motobecane bobber project – utterly transformed from the day he first got it!



BELOW: Steve now lives in Germany where they have HORRIBLE restrictions on what you can and can't do to a bike, but he still keeps his hand in – this is his lovely old Shovel.



ABOVE: Gravity is the vice-chairman of the Barrel Bikers MCC (and possibly the reason they're such a grounded bunch? Sorry...), and this is his chop on part of his daily commute to work. Oh aye?

LEFT: Brief but poignant – RIP Robbo, from Mark Holmes.

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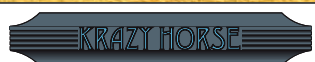


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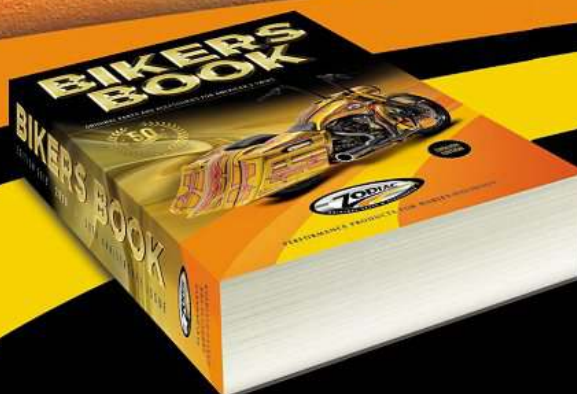
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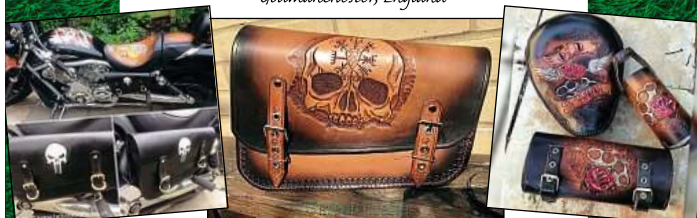
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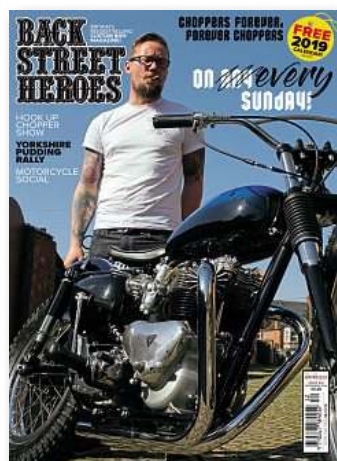
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I have also taken part in three 'First-on-the-Scene' motorcycle accident courses, which I thoroughly recommend to all bikers. As the chairman of the National Association for Bikers with a Disability (NABD), the opportunities to use my first aid knowledge have been many and varied. NABD events, by their very nature, tend to involve higher concentrations of people with disabilities, and many of them have problems with mobility or chronic illness. This can often mean there's a greater likelihood of people suffering trips or falls, as well as a much higher number of illness-related cases requiring first aid.

I consider myself privileged to have been able to help hundreds of people with injuries and/or illnesses, ranging from serious burns to bee stings, serious wounds to twisted ankles, and heart attacks to hypoglycaemia over the past 18 years. In addition to this, for 14 of those years I was the designated first-aider on the BSH 'Run to the Sun' to Faro in Portugal, on which we took an average of 100+ bikers on a two-week 4,000+km holiday through Spain and Portugal (and France on several occasions).

The range of first aid requirements on those trips involved everything from severe dehydration to hornet stings, exhaust burns to the screaming shits (lots of that), twisted joints (okay, stop it...) to dental abscesses, and injuries relating to motorcycle accidents (though these were blessedly few and far between). Every time I was able to help somebody, whether it was just a matter of helping somebody to not have their holiday ruined because of a relatively minor illness or injury or contributing to somebody eventually making a full recovery from more serious injuries, I felt honoured to have been in a position to make a positive difference, and I thanked the basic training for giving me the knowledge and the confidence to provide the necessary assistance when it was needed.

Over the past 18 years I've been able to render vital assistance to injured bikers at the scenes of five road traffic accidents; two in Spain, two in Wales, and one in England. In each case I was thankful that I'd taken some specific training in 'First-on-the-Scene', which'd included how to read and manage an accident scene, as well as providing very specialised training in motorcycle accident issues such as when and how to remove a motorcycle helmet from a casualty while minimising the chance of exacerbating injuries.

In one case I was able to control and stop major bleeding, and securely dress a very nasty leg injury incurred by a lady on a remote mountain road in southern Spain while organising two of my travelling companions to control traffic on two very sharp bends either side of the accident scene. In that case I had no alternative but to remove her helmet because she was in grave danger of vomiting as shock set in, and this could've compromised her airway. Thankfully the training I'd received gave me the knowledge and confidence to do this with the minimum of stress on her neck. Thankfully the ambulance arrived within 20 minutes and, after a short stay in the local hospital, she was flown back to the UK where she went on to make a full recovery.

Despite having to travel for another three hours to the next campsite while the hot Spanish sun baked my blood-soaked T-shirt and jeans into a rather grisly set of body armour, and despite the dreadful feeling you get after the ambulance leaves and your adrenaline levels disappear like a politician's promise, it felt unbelievably good to know that I'd been able to render the right assistance until the professionals had arrived to look after her.

In another accident my friend's daughter'd been thrown from his trike when he swerved violently to avoid an unmitigated idiot who'd suddenly turned

their car directly across his path. She suffered multiple injuries, including several severe skull fractures and a very nasty spiral fracture to her lower leg. Again, the training kicked in and, despite having no first-aid equipment with me (a stupid oversight that will never be repeated!), I managed to scrounge a couple of towels from another motorist to control the bleeding, and keep her safe and stable for the 45 long minutes it took for the ambulance to arrive.

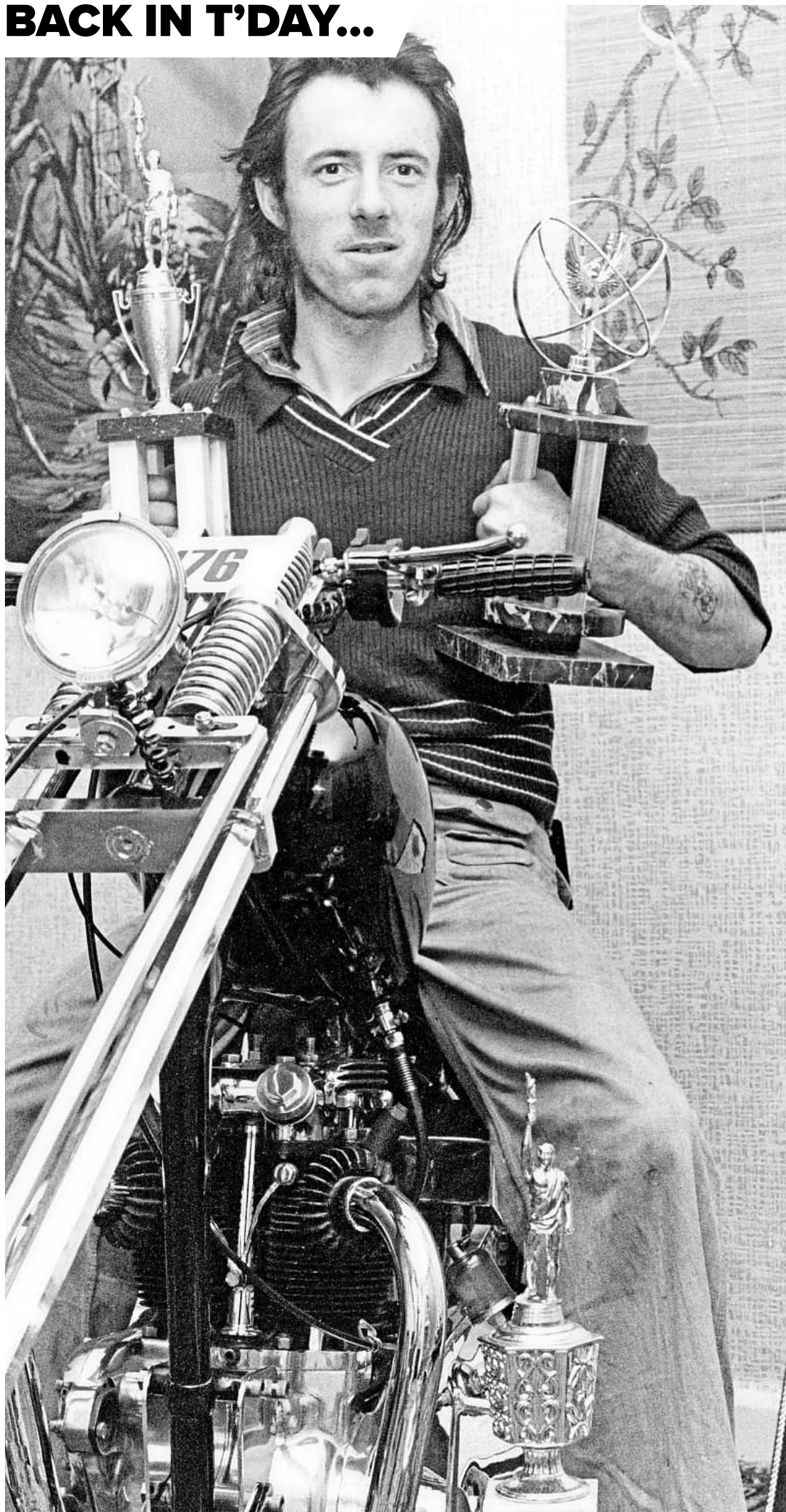
At another accident scene there was little I needed to do medically because the rider'd been wearing all of the correct gear so the damage to her leg was stable, however the training kicked in again and I was able to support her in a comfortable position, and monitor her condition while reassuring her. At one point I had to fend off a well-meaning drunk who tried to insist we should remove her backpack; again the training came in handy because, instead of telling him to f**k off, and possibly aggravate the situation, I asked him to go and check on the car driver, who I already knew to be shaken, but uninjured.

First Aid at Work training is rarely cheap, but it's always worth doing, and here's the crazy thing; many fire brigades throughout Britain offer 'Biker Down' accident courses for free, but they often struggle to find enough bikers to fill their (four-hour) courses! It truly beggars belief! You don't need any other first aid qualifications to take part in a Biker Down course – take a look for the courses near you at Biker Down on Facebook or contact your local fire service.

I recommend everybody to take some qualified first aid training; you may find yourself honoured with the ability to save a life one day, and the correct training'll give you the knowledge and confidence to do it! 🍻

RICK HULSE

BACK IN T'DAY...



DUNNO IF
YOU CAN
MAKE IT
OUT, BUT IT
SAYS 'BACK
STREET HERO'
ON THE
SHOW-CARD,
WONDER
IF THAT'S
WHERE
MR MYATT
GOT THE
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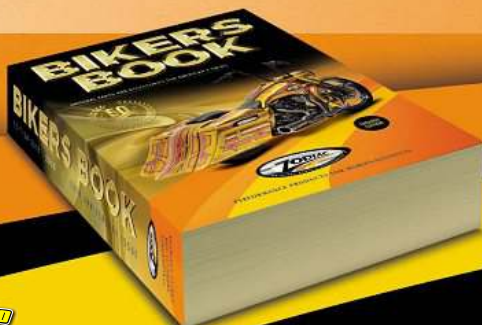
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