

BACK STREET HEROES

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CUSTOM BIKE
MAGAZINE!

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BRIGHTONA

BRAND NEW
ROYAL ENFIELD
TWIN CUSTOM

HOPPED-UP
HONDA CUB

HARLEY
SAND RACER

MOONEYES
SHOW, JAPAN

ULTRA-
DESIRABLE
HARLEY 45

ALL THAT GLITTERS...



MORTONS
ISSUE 421
MAY 2019
£4.20

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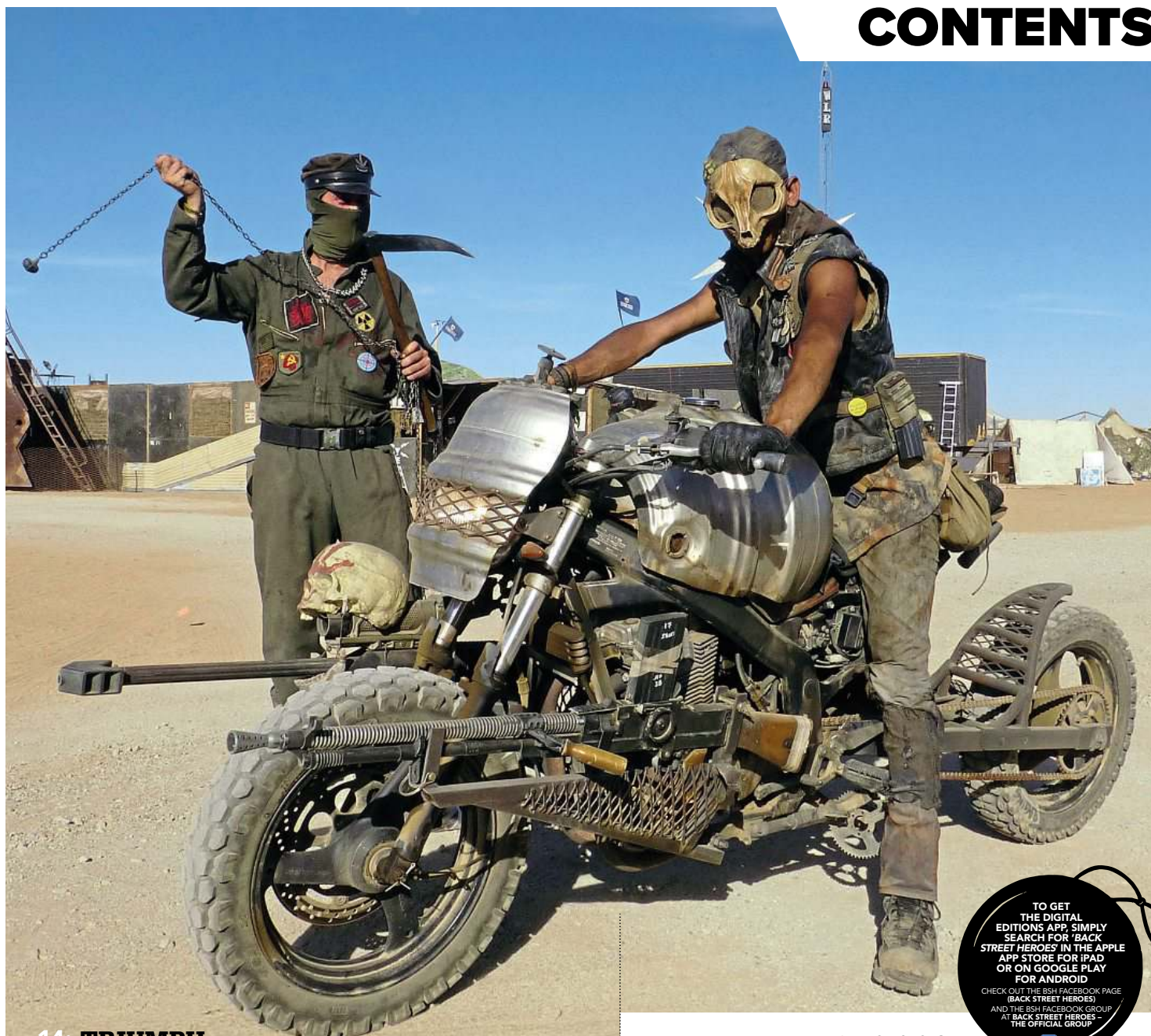
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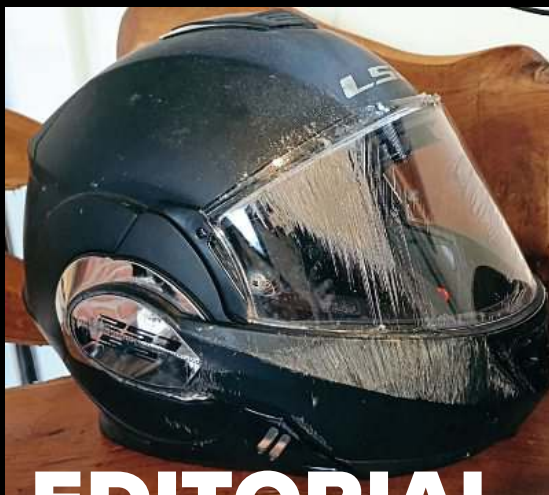
Hello again, and ouch.

As I write this it's been four weeks, almost to the hour, since I had rather a big motorcycle accident, and, by 'eck, it 'urts. As to what actually happened I have no idea as I have no recollection whatsoever – I remember a gentle

amble across Thetford Forest, through the scenic hamlet of Santon Downham, and then out on to the A11 at Thetford to go up to the Route 11 Diner at Attleborough for a lunch with some mates, but I don't really remember very much after that at all – probably a result of the concussion gained from the crash.

While I did suffer some fairly serious injuries as a result of the smash (multiple ribs, spinal injuries, kidney damage, punctured lungs etc.), one of the things that I can be thankful for is that because I was wearing good bike gear – armoured leather jacket, Weise reinforced trousers with armour, Weise heavy gloves, LS2 Valiant full-face lid – the visible injuries I suffered (graze on me right forearm, bit of a gash on me left knee) were minimal. Sadly, the clothing, having done an excellent job of keeping me gooey bits on the inside where they should be, were cut off by the emergency services in the aftermath of the accident, and so have gone to the big ragyard in the sky, but I still have me LS2 lid to show you what could've been, but thankfully wasn't. There's a pic hereabouts of it with some fairly epic scratches and gouges in it, and it is, I think, a good indication of the sort of protection that a modern lid offers in the event of an accident, and I for one am very thankful that it's as well constructed as it is.

There's a lot of discussion out there in the biking world about full and open-face lids, and the pros and cons of each, with both groups equally as vocal, and intractable, about their chosen apparel. I can see the arguments of both sides, and try not to judge anyone on what they choose, or don't choose, to wear, but I personally've always been on the full-face side of the fence, y'know? It's down to me upbringing, I s'pose; when I started out riding bikes in the early '80s, all the cool kids in the local biker pub wore Simpsons and full-faces with black visors, and I always wanted one of those as part of me biker image. Since then I've nearly always worn full-faces (with two exceptions – one of which was the Bonneville Bobber launch in Spain



EDITORIAL

a few years ago, and the other a ride across the Fens to a MAG meet in a brand new open-face that was so loud that I was convinced, before I twigged it was the lid, that it was my bike that was so ridiculously, obscenely loud that I couldn't believe that any of the

neighbours hadn't pool-cue'd me), and I have a thing about funky-looking full-faces, and decent flip-fronts too. I've had three Simpsons and still love them, even if they are terrifyingly expensive.

Now I know there are a lot of folk out there who've crashed while wearing open-faces and walked away scot-free, and I'm very glad for them, but I've also seen the state of various lids that I was wearing when I've come off and they've put me off wearing an open-face ever again. My mate Mooster last year also had an utterly heart-stopping (thankfully not literally) smack last year where his Bandit lid got stoved through the side of a car at 60mph, and it protected him perfectly – what would've occurred had he been wearing an open-face doesn't bear thinking about...

As I said, I'm not one of those ATGATT safety Nazis – you're all big enough and ugly enough to make your own decisions about what you wear and when without someone like me having to tell you, but if I can make a recommendation? As with all bike gear, wear the best you can afford – not necessarily the cheapest. Yes, I'm aware that the likes of Aldi and Lidl do periodically offer bargain-basement bike gear with helmets for just £35, and other bike gear around the same price, but as far as I'm concerned my 'ead, and the rest of me too, is worth more than £35 and so I'd no more wear one than I would put my wedding tackle in a blender. If you want to, that's your affair, of course, but I'd recommend you spend proper money on proper gear of a certifiable quality, okay, rather than trust to cheap kit. It's completely up to you, of course, and you can choose to completely ignore me – I'm, just passing on my experiences, and my opinions, in the vague hope that I can prevent you from having to go through anything like I'm having to go through now.

Anyway, that's me, I'm off now to take another cocktail of oramorph and painkillers in an attempt to lessen the ache in me back and ribs. See ya next month... and ouch.

NIK

editor:
NIK SAMSON
nik@backstreetheroes.com
07884 052003

staff writer:
DAVE MANNING
dave@backstreetheroes.com



design:
GARETH WILLIAMS
publisher:
TIM HARTLEY
advertising contact:
RICK NICHOLS
rnichols@mortons.co.uk
01507 529357



group advertising manager:
SUE KEILY
divisional ad manager:
BILLY MANNING
bmanning@mortons.co.uk

subscription manager:
PAUL DEACON
circulation manager:
STEVE O'HARA
marketing manager:
CHARLOTTE PARK
publishing director:
DAN SAVAGE
commercial director:
NIGEL HOLE

freelance contributors:
SIMON EVERETT, LUKE SMITH, CHRIS RYDER, FAZERDAZE, OLD EMPIRE MOTORCYCLES, GARRY STUART, ADRIAN BACKHOUSE, PAM BARAUD, POINTY HAT WIZARD FABS, MR BRIDGES, SELINA LAVENDER, SHOVEL PHIL, LOUISE LIMB, JIM FOGG RIP, RICK HULSE

editorial address:
BACK STREET HEROES, MORTONS MEDIA, MORTON WAY, HORNCASTLE, LN9 6JR

subscriptions:
01507 529529
website:
WWW.BACKSTREETHEROES.COM

enquiries and back issues:
01507 529529
24hr answerphone
archive enquiries:
JANE SKAYMAN
jskayman@mortons.co.uk
01507 529423

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NEWS



You've not that long now to get your tickets for what is probably the biggest custom show in the land – Bike Shed London, held over the weekend of the May Bank Holiday (24-26th May).

There are two options; weekend tickets and VIP tickets. Weekend tickets give you access to the event at Tobacco Dock on both the Saturday and the Sunday (both

BIKE SHED LONDON

days, you don't need to buy one for each day), and VIP tickets give you access to the very exclusive Friday VIP/Press evening (as well as the rest of the weekend too), and gets you in there to see everything, and possibly mingle with the celebs too, before the hordes descend on the Saturday morning.

Weekend tickets are £22 in advance or £25 on the door, and VIP are £35 (no on-the-door), and you can get more info on the event from their website at www.thebikeshed.cc



BUM IN THE MUD

This year's Bum in the Mud Rally, held over the weekend of 26-28th April at Essex Outdoors, Rewalls Lane, East Mersea, Essex (just outside Colchester) promises to be another good 'un.

As well as all the usual BITM goodies (excellent live bands, two bars, proper sit-down catering, sizeable trade village, and more), this year the event also plays host to the first round of the BSH Custom Champs with trophies available in five categories (Best Chopper, Best Custom, Best Engineering, Best Paint, and Best New Skool) as well as the chance to, later in the year, win some serious prize money. There'll still be the usual Bum in the Mud custom show on the Saturday afternoon, don't fret, but we decided to bring the Champs to this excellent event to make sure we got the best bikes from the east too.

Tickets cost £25 prebook with free pin badge and stick of rock (well, you are at the seaside) for the first 1,000 to book or £30 on the gate, and you can get more info from www.buminthemud.co.uk

VICTORY!

Persistent lobbying by the MCIA and other members of the motorcycle and motorsport community to get motorcycle and motorsport from the EU's Motor Insurance Directive (MID – sometimes referred to as Vnuk) has achieved success with the European Parliament. The committee responsible voted by an overwhelming majority of 32 to 2 to exempt vehicles from having to have compulsory road traffic insurance for off-road use (e.g. on race circuits, both tarmac and dirt) – a form of insurance not commercially available and, according to the insurance industry, probably unachievable.

The MCIA brought together a coalition of UK groups, including the ACU (Auto-Cycle Union) and AMCA (Amateur Motor Cycle Association), and also worked with MIA (Motorsport Industry Association), the DfT (Department for Transport) and others, as well as enjoying support from MEPs Vicky Ford, now a UK MP, and Daniel Dalton. There are further hurdles to overcome, it has to be said, including gaining the agreement of the EU Council and the inevitable delays caused by the forthcoming EU elections, but although the final verdict won't be known until later this year, the signs are positive. Yay!

HARLEY ELECTRA GLIDE STANDARD

Powered by the muscular Milwaukee-Eight 107 engine, the new Electra Glide Standard is a salute to the unrivalled heritage of the Electra Glide name, and provides a raw, fundamental touring experience inspired by Harley-Davidson's Grand American Touring roots.

Designed for the traditional touring customer, it's for the rider seeking to disconnect from all the noise of the day-to-day through riding, and features essential styling elements such as the iconic Batwing fairing, chrome trim, standard saddle bags, and cast aluminium wheels, while chrome accents are added in high-impact design areas and complemented by polished rocker, cam and derby covers, and select blacked-out components. There's electronic cruise control, hand-adjustable rear shock, 49mm forks with Reflex Linked Brembo brakes with ABS, and a state-of-the-art infotainment system.

The Electra Glide Standard is offered in Vivid Black with an M.S.R.P. of £19,995, and you can get more info from your local Harley-Davidson dealer or www.harley-davidson.com



BSH AT KRAZY HORSE

Us lot 'ere at Back Street Heroes (well, some of us anyway) will be down at Krazy Horse Customs in Bury St Edmunds in deepest, darkest Suffolk (or Saar-fuk as the locals pronounce it) on their Chopper & Hot Rod Night on 6th June (a Thursday, in case you were wondering). We'll be there for what is always one of Krazy Horse's busiest nights of the year, giving away magazines and



a couple of trophies, and as always on the look-out for groovy custom bikes for the mag too.

Krazy Horse's excellent monthly bike nights start on the first Thursday of the month in April (that's the 4th for those of you without immediate access to a calendar), and carry on all summer, and you can get more info from the shop at Empire House, Lamdin Road, Lark Valley Business Park, Bury St Edmunds (IP32 6NU) or by ringing **01284 749645** or by going to **www.krazyhorse.co.uk**

LEGACY85



Legacy85 is a new motorcycle clothing shop specialising in new and fashionable gear from all the most hip 'n' stylish brands, including Hedon, Knox, Belstaff, Merlin, Stylmartin, Fuel, Nexx, Roland Sands, Davida, Resurgence, Goldtop, TCX, and Biltwell among others. They also have a good selection of custom bikes too, and a coffee lounge to relax in.

It's located behind Three Cross Motorcycles (the main Triumph dealer in Dorset), on the Woolsbridge Industrial Estate in Three Legged Cross, near Bournemouth (BH21 6FB), and you can get more info by ringing **01202 013072** or going to **www.legacy85.co.uk**



DIRT DIGGERS II

Dirt Diggers, the dirt-track event that doesn't take itself too seriously, returns to Scunthorpe Raceway on 15th June, and there will be even more classes to cover everything from choppers and bobbers to scooters and race reps – if you've got anything with two wheels and an engine, from a Harley bagger to a Puch moped, you're cordially invited to razz round like a maniac with the madcap crew that make up the Dirt Diggers racers.

All the entry details are available on the event's Facebook page (dirtdiggersracing.com) or their new email address at dirtdiggers@coolsite.net. Entries open on 1st May, so be early because the most popular classes are expected to fill up very quickly. Spectator entry is just £10 on the day, or £5 advance, too!

SO LOW CHOPPERS OPEN DAY

BSH's old mates So Low Choppers are having an Open Day-cum-custom show on Saturday 13th April at their workshops just off the Bury Road in Stanton in Suffolk.

From noon onwards there'll be the chance to wander their premises checking out their rather wonderful Seventies and Swedish-style choppers, live music, food, a bar and, of course, a custom show rammed full of really rather smart custom bikes of all shapes, sizes and capacities.

To enter your bike email them at solowchoppers@live.co.uk or ring them on **01359 253600**.



THUNDERFEST

Thunderfest, a unique test of high-speed riding skill and mental discipline, continues to grow with a full grid at the Darley Moor Club's packed May Day Bank Holiday race meeting. Restricted to classic and post-classic bikes, this year's entry sees a fabulous variety of iconic machines ranging from Grand Prix thoroughbreds like the legendary Manx Nortons all the way to later fire-breathing monsters such as the Ducati 900SS.

Spectator admission to the whole event, including the Darley Moor Club's modern races held on the same day, is just £12, with overnight camping a further £5 per night.

For more information ring **07947 025720** or email info@thundersprint.com

GLOSSARY

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

ABS – Assisted Braking System, as in anti-lock brakes, compulsory on all new bikes now, but of a rarity on customs.

ACCELERATOR PUMP – extra pump in a carburettor to temporarily increase the amount of fuel delivered to the air stream. Also known as a 'pumper' carb.

ACE 'BARS – bloody uncomfortable '70s handlebars that we all took off and threw away back in the day, curiously making a comeback these days.

AFTERMARKET – off-the-shelf parts not sold by the original motorcycle manufacturer. Also, the pub you visit after Friday morning shopping for cheap vegetables.

AIR/FUEL RATIO – proportions in which air and fuel are mixed to form a combustible gas. Adjusted by means of a small screw on the side of the carb, get it wrong and you'll be needing another engine.

AIRHEAD – Nickname for BMW's air-cooled flat twin engines, before they had additional oil-cooling. Also, a dippy blonde.

AIR-COOLING – the removal of heat from an engine by air moving over it, aided by fins on barrels and cylinder heads increasing their surface area. Most bikes before the Suzuki GSX-R of the 1980s were air-cooled, most Harleys still are.

AJS – British bike manufacturer from Wolverhampton from yesteryear. Nowadays, an importer selling small capacity Chinese-produced machines.

AKRAPOVIC – manufacturers of exhaust cans and full exhaust systems with an almost unpronounceable name.

ALTERNATOR – modern replacement for the dynamo generator, converts mechanical energy to electrical energy in the form of alternating current. Can cause tears of frustration when they break and you can't suss out what's wrong.

ALUMINIUM – metal with two 'i's in its spelling (listen closely Americans!) created from bauxite. It may be referred to as ally, but not alloy unless it is mixed with other materials to create such.

ALLOY – a mixture of metals that may, or may not, include aluminium. Stainless steel is an alloy, but is not ally.

AMA – American Motorcycle Association, in 1947 after the famous Hollister riot they issued a statement saying that 99% of motorcyclists were good, law-abiding folk, giving outlaw motorcyclists a new badge that they wear with pride to this day; 1%er.

AMMETER – obscure gauge that measures amps in electrical current on elderly motorcycles with dodgy electrical systems.

ANALOGUE GAUGES – old school clocks that show information in a continuous form, often a dial, and considered the opposite of digital.

ANCHORS – colloquial term for brakes.

ANODISING – metal coating used to protect or improve the looks of a component, the part in question is used as the anode in an electrolytic process.

ANTI-DIVE – a front suspension component that reduces how much the forks compress under braking, popular with motorcycles built in the 1980s, generally removed and lobbed over the nearest hedge by custom bike builders.

APEHANGERS – nothing to do with Hartlepool, everything to do with handlebars, big handlebars.

ARC-WELDING – welding process used to join metal to metal by using electricity to create enough heat to melt the metal so that they bind together when cool.

ASPECT RATIO – the height of a motorcycle tyre in relation to its width, for example, a 180/55 tyre has an aspect ratio that's 55% of its width; 55% of 180mm means it's 99mm high. Dull, but there y'go...

ATGANI – All The Gear And No Idea, derogatory term for someone with an expensive new bike/riding kit, yet cannot ride for toffee.

ATGATT – All The Gear All The Time, a safety attitude which says that safety gear should be worn all the time when riding a motorcycle; espoused by very sensible, but ultimately dull people.





PRODUCTS



KUSTOM TECH CABLE-OPERATED MASTER-CYLINDER

These wire-operated rear master-cylinders from Kustom Tech are a great upgrade to any retro or restoration project with a minimalist look. They have 14mm bore, dual mounting holes to fit from 33mm to 38mm pitch, and match perfectly with other Kustom Tech controls.

Available in a range of finishes, they're available from any Zodiac dealer – check out www.zodiac.nl to find your nearest place.



PISTONHEAD FLAT TIRE

Flat Tire is a new alcohol-free lager from Pistonhead Lager aimed specifically at bikers and hot-rod drivers that's designed to be just as flavoursome, refreshing and drinkable as normal lager, but without any of the alcohol that makes it a no-no for anyone riding or driving. It genuinely tastes just like normal lager, but doesn't have any of the intoxicating effects.

On sale in all good supermarkets, and from selected retailers, you can get more info from

www.pistonheadlager.com

VG MOTORCYCLES WELD-ON HARDTAIL

These new VG Motorcycles hardtail kits are for H-D Sportster models 1980-2003, and are a weld-on hardtail rear section that maintains the OEM wheel base, uses the stock tyre/wheel/brake, and includes a battery tray for a stock size battery and battery strap. It does require grinding and welding, so needs to be fitted by someone who knows what they're doing.

The kit starts from €423,50 (the stainless oil tank must be purchased separately), and you can get more info from www.vgmotorcycle.com



CRUISER PEKEV MEN'S CARGOS

These Cruiser PEKEV Men's Cargos are reckoned to be the world's highest, and only, CE EN13595-1 level 2 abrasion rated cargos with the longest-rated slide time of any cargo, meaning they can be worn knowing you're never likely to risk your skin touching the road if you do.

Designed with the traditional six pockets, including zippered side pockets, and a cotton finish, they're made with PEKEV (the world's toughest polymer-based material), and yet are still soft to touch, extremely lightweight, fully functional with a wicking lining to draw away moisture, and come with CE knee and hip protectors at no extra cost.

Available in sizes 30-44" (length 30", 32" and 34"), they come in brown or green, for just £260 from anywhere that stocks the Resurgence range – visit www.dot4distribution.com/stockists

ELEVEIT TREND BOOTS



These new and rather funky boots from Eleveit are available in black or brown, and are designed for safety and use both on and off the bike. Made from high-quality leather, they have a microfibre lining that's been treated so that it's water-repellent, reinforced ankles and toes, and a grippy rubber sole.

Available in sizes 2 to 14, they cost just £169.99 from anywhere that stocks the Eleveit range – go to www.tri-motive.com to find your closest stockist.





PRODUCTS

WEISE PULSE LEGGINGS



These Weise Pulse leggings for ladies are tight and figure hugging and look good on or off the bike. They're made from a stretch cotton and polyester mix, and have a 250gm Aramid fibre lining for safety, as well as removable CE-approved knee armour and hip pockets for CE-approved armour (available separately). There's a high waist band for added rider comfort, and two waist pockets too.

Available in sizes 8-22, they're available from anywhere that sells the Weise range or www.thekeycollection.co.uk and cost just £99.99.



BIKE GUARDIAN MOTORCYCLE 'DASHCAM'



Bike Guardian, the first motorcycle 'dashcam' offering Full HD continuous recording, documents everything that happens while riding, and can also be used as a bike-mounted action camera, capturing up to two hours of HD quality on-bike footage. It automatically records when the motorcycle is in use, has multiple mounting options including handlebar-fitment and surface-mounts, and is fully weatherproof.

Bike Guardian is distributed exclusively in the UK by Bike It International Ltd,

and costs £119.99 from your nearest stockist – visit www.bikeittrade.com to find yours.

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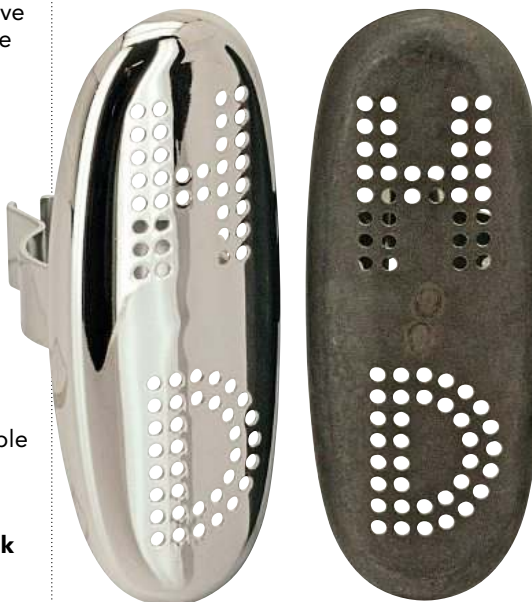


OXFORD CHURCHILL JACKET

This new Churchill jacket is a clever blend of old and new – classic styling outside, modern technology inside. Constructed of 100% Polyester, it's waterproof, has neoprene-edged collar and cuffs for real comfort, a removable collar strap and buckle, a high thread-count polyester outer with quilted overlay to the forearms and shoulders, a storm flap to keep the worst of the weather at bay, a shortened front zip, four box pockets, a removable thermal liner, shoulder and elbow CE armour, an optional back protector pocket, a vertical

expansion panel, a Napoleon pocket for easy access to your wallet/keys/essentials, an adjustable belt, and a short connection zip is provided to attach to trousers.

Available in blue or black, and in sizes S to 5XL, it costs just £119.99 from anywhere that stocks the Oxford range – check out www.oxfordproducts.com

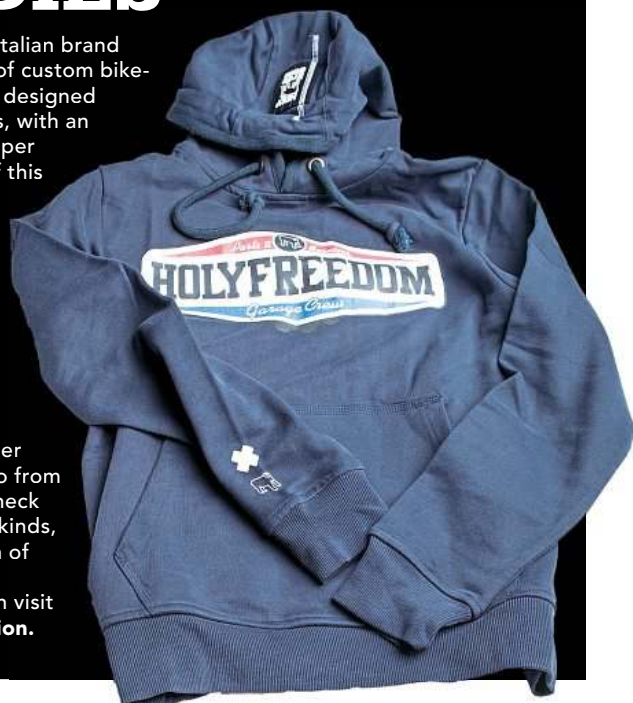


COLONY REPLICA EXHAUST BOOT GUARD

These new boot guards are an accurate reproduction of that fitted to 1936-1948 Flatheads and 1936-1947 Knuckleheads, and features a drilled hole H-D pattern, and is 5½" (14cm) long. Now available at your Zodiac dealer – check out www.zodiac.nl to find your nearest place.

HOLY FREEDOM HOODIES

Holy Freedom is an Italian brand which does a range of custom bike-inspired casual wear designed specifically for bikers, with an innovative WindStopper lining to the chest of this new hoodie which ensures the wearer stays warm and protected from the wind while riding. They're available in various colours and designs, with zipped and overhead styles, and are available in sizes S to XXXL. Other items in the range go from hoodies through to neck tubes, T-shirts of all kinds, and a large selection of bandanas. For more information visit www.dot4distribution.com/stockists



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SINCE 1982 - AFTERMARKET PARTS & ACCESSORIES FOR

V-TWIN MOTORCYCLES



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,

Sorry to out-pedant Little Jim, but his story of cannonballs and monkeys is absolute bollocks I'm afraid.

Firstly, the difference in the expansion/contraction rates of brass and iron is nowhere near big enough to create the situation he describes. Secondly, there's no contemporary evidence that such a device ever existed and, thirdly, it's a pretty stupid way of storing cannonballs on the deck of a ship that'd be tossed seven ways from Sunday every time it hit a wave!

The saying regarding balls and brass monkeys is generally reckoned to be about exactly what we always thought it was – copper/zinc alloy simian testicles. No more, no less.

Keep the shiny side up.

CHRIS DEAN

STAR LETTER

Dear BSH, After leaving school in 1986 I didn't do much "proper" reading apart from various bike mags, BSH being the one that fitted best then, just as it still does.

The one exception in my literary diet was reading the stories by the late, great Jim Fogg. Poignant, funny and always thought provoking, I'd lap up his latest work as soon as it was published in BSH, and I also bought all his books that were sold through the magazine too, so imagine my delight at the story in December's BSH. It felt like a real blast from the past, and I enjoyed it greatly.

I've still got a couple of his books on my shelf, but after reading 'Border Story' I got thinking; would it be possible to publish a volume of all Jim's works, and sell it through BSH? All the short stories published in the magazine, and the longer stories too in one volume? Mad Dog's Christmas was always my favourite!

I'm positive that there are many bikers who remember Jim's writings and would love to buy a volume, and think of all the younger bikers (below late 40s) that've never had the pleasure of losing themselves in Jim's fiction. Go on, BSH, you know you want to.

Love and stuff,
MANNY (Yorkshire MAG Rep & lifelong BSH reader)

I don't know about doing them all as there may be copyright issues with the book ones, but I will ask, okay? If you, dear reader, would be up for this, drop us a line and let us know, yeah? 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 triffid!

Dear BSH,

Regarding your issue 416 editorial on the bias against bikers in the UK; no, I don't think it's you, Nik!

Many's the time me and mates've been sat around a camp fire ruminating other people's totally unjustified reaction to us. And, like you, we were brought up right with good manners, and are well versed in the intricacies of interacting with others. All these years later I can still hear my Nan's voice in my head: "A please and thank you cost nothing, young man."

A couple of years back we rode down to Venice as a club, taking us through six European countries on the round trip; each one seemingly more welcoming than the last, and all friendlier than most UK experiences. About ten of us pulled into a petrol garage in southern France for a fag break one time, just to utilise the space really as it was in darkness and all locked up. Out comes the owner, friendly as you like: "How far have you come? Where are you heading? If you need any fuel it's no problem to switch the pumps back on? Do you need anything from the shop?" It was 1.15am when we'd pulled up – in the UK they'd probably have called the police!

The next day a French B&B owner shifted his personal cars from his triple garage in the rain, allowing us to all get our bikes and luggage into the dry. Like you, I've had UK B&Bs turn their Vacancies sign around in the time it takes me to get my helmet off!

There's also a distinct air of 'we're not worthy of their manners/courtesy'. If I'm

fuelling up on my bike and there are a few cars starting to build up behind me, then when I'm done, I'll push my bike forward into a neutral space, allowing the next person to pull forward and get cracking while I go and pay, yet very, very rarely is that simple act of 'kindness' ever acknowledged. Like you, I'm not some delicate little hot-house flower, and it washes over me, but I was dragged up right and should expect and get some social niceties surely?

The Giger Bar in Switzerland (belonging to the artist who did the Alien creatures) greeted us like we were all old friends, despite being strangers, and at a bar in Tours, France, the landlord came and sat with us to socialise out on the pavement tables. He put an 'honesty box' on the bar top so people could help themselves and just chuck the money in and stayed sat with us for the duration.

In the UK, the story is so markedly different, often being asked to camp in separate fields a mile away from all facilities that others get to enjoy and experience the convenience of but we don't get, and yet still pay for in our ticket price. I asked for a bell to hang around my neck at one of them!

On another occasion we rented three log cabins by a lake for a week. All payments and arrangements had all been done over the phone, and the owners were blissfully unaware of our mode of transport (I must've forgotten to mention it...). How I wish cameras were more prevalent back then – their faces were a picture as they came out to 'welcome' us. I'd like to think it was to greet us but, it was

more likely to offer us directions in the forlorn hope that we'd lost our way. For the whole of our stay they were forever finding excuses to come in and 'just check if everything is okay'. On our last day, every club member was put to work with cleaning materials, and we left those chalets in better order than we'd found them. A week later a letter arrived from the owners thanking us for the 'condition' of the chalets which I found slightly patronising. I wondered how many similar letters would have been sent out to other groups had they made a bit of an effort?

There are the occasional UK gems – we'd just got off a late Irish ferry once and found ourselves having another fag break by a street lamp outside a closed North Wales pub. It was 12.30am. The landlord leaned out of an upstairs window, asked if we were all okay, and said "Wait there, I'll come and open up again." Opening up the back gate, he allowed us to store our bikes securely off the road, and he made us very welcome, serving a variety of drinks and snacks, and offered full use of the facilities, saying we could use our sleeping bags to enable us to kip down in the lounge bar. In the morning we awoke to the smell of freshly cooked bacon as he'd sorted us a 'Full English' plus a veggie option. Couldn't fault him!

I always try and arrange accommodation in advance or on my mobile now as then your rooms are booked, and they've accepted your payment. The face (especially if you get a vacancy sign turner) is a weird, contorted corporate smile-cum-grimace – well worth booking ahead for!

KEITH

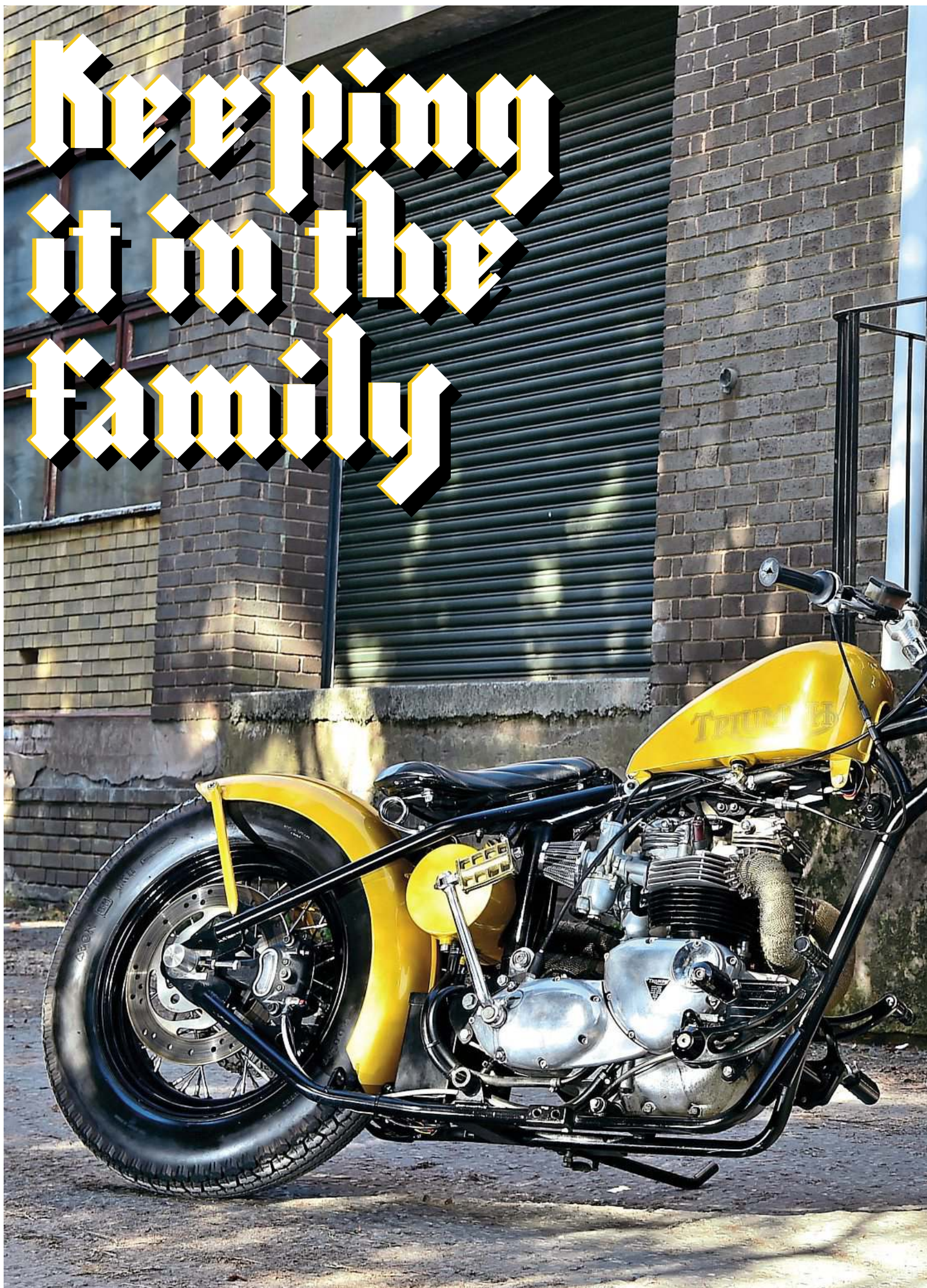
ON ROAD. ON TRACK. **ON AVONS.**

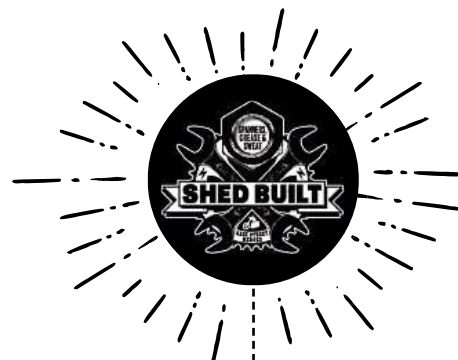


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WORDS: **LUKE SMITH**

PICS: **SIMON EVERETT**

IN ALL THE YEARS I'VE RIDDEN BIKES, RIGHT BACK TO WHEN I WAS 13, I'D NEVER HAD A PROPER ROAD BIKE. I KNOW, I KNOW, SHOCKING, ISN'T IT?



Basically I was in the military for 12 years until I was blown up in Afghanistan in 2011. I did my test as soon as I was old enough, don't get me wrong, and got a VFR400, but working as a sniper in the Parachute

Regiment, with the Middle East being rather busy meant I rarely got to ride it more than once a year.

The VFR went in favour of an R6, which again I rarely got to ride, and so I started doing track days instead of paying tax and insurance on a bike I didn't ride much, and found I was rather good at it. A mate of mine was contesting the Triumph Triple Challenge and I crew-chiefed for him, and he won his class that year. The following year another friend was running a team in the British Superbike Championship, and I went along to help him too – he had a 600, a 1000 and a superbike in BSB.

At this time I'd been away on tour again, been blown up in Afghanistan, had been on a medical board, and was in limbo, not sure

if I was being discharged or not. In the BSB paddock at the time was a small team called True Heroes Racing, a military team with one rider, Murray Hambro, who was missing both his legs. I went down to introduce myself and offer any help, and at the end of that year the team manager asked if I'd be interested in riding. I already had my race licence so I jumped at the chance.

They borrowed a Triumph Triple Challenge race bike and booked a trackday in Spain for three days for my test. We went over, I loved the bike, and it went really well so I had a ride. After that my brand new 675R arrived from our sponsor Laguna Motorcycles, and I finished fourth in my class in the first year – very pleased. The Triumph Challenge was then replaced with the Ducati Tri Options Cup, but I could not and did not get on with those one bit.

The following year we ran a Yamaha R6 Supersport bike, but couldn't do a full season due to work commitments. That was the last year I raced, but I missed the bikes so I decided to start doing some customs. I did a Speedmaster first – all the guys I know who ride have Harleys, but I didn't want to go down the same route. I'd raced a Triumph, it's British, and I've always been a big Steve McQueen fan so a Triumph was the obvious option. You guys at BSH were kind enough to put it in your Readers' Rides section, and from then on I was looking for the next project.

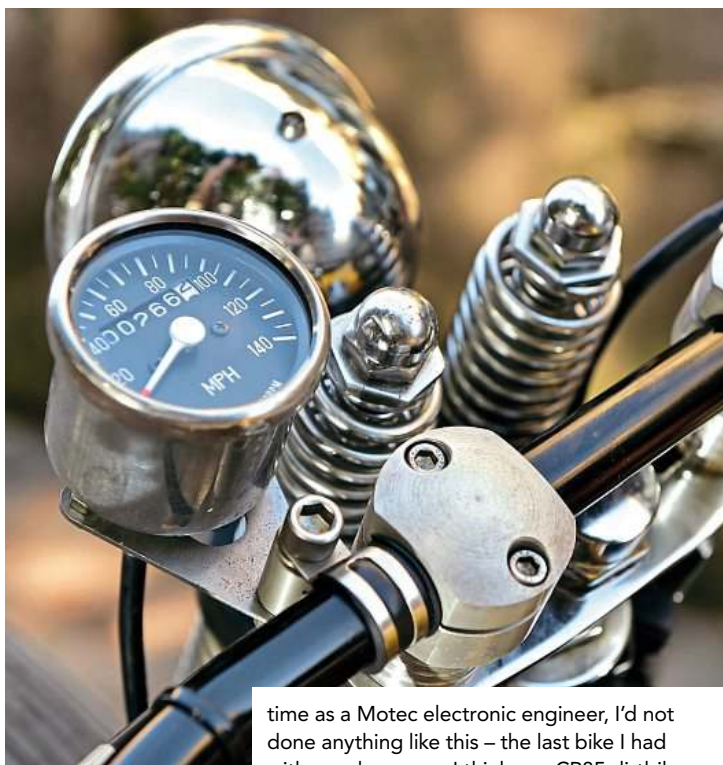
I saw this bike advertised, a chop based around a T140 Bonnie engine, and I knew I wanted it. I'd never bought a bike before that I'd not heard running before purchase, and so to hand over money not knowing if it was okay was risky. All the previous bikes I'd done were modern too, and although I'd built lots of race bikes before, and even spent some

time as a Motec electronic engineer, I'd not done anything like this – the last bike I had with a carb on was, I think, my CR85 dirtbike when I was a kid.

Once I got it home my first job was to get it going. It took some time; stripping, cleaning, freeing up the stuck clutch, new battery, new air filters and plugs, and I must've kicked it over a thousand times with no luck. My right leg was twice the size of the left. I decided to cheat and get some Easi-Start, and it went... well, it was popping, banging and running rough. I then attempted to tune the carbs. I thought I had it – it was running, and no Easi-Start ever again.

I then started stripping and organising the parts to paint, and moving things to where I wanted them. I told Dixie (my colleague and painter at Autochips & Dent Care, my business) I wanted it to be bright and stand out. He came up with this three-stage pearlescent gold. It was perfect. Once he'd

painted the tank, though, it looked like it needed something, so we decided to add a subdued Triumph logo. I got it all back together, and put a video of it on the BSH Facebook group, where there were some helpful comments on it running a bit fast at idle. I'd never even heard one of these bikes running before so I had no idea what it should sound like, so I decided to find someone







who specialises in these bikes and, with the biggest stroke of luck, it turns out there's an absolute genius who's an expert in these bikes, and also a great engineer, just down the road from me! I loaded it up and went to see Andrew Mitchell, and we had a long chat and a look round the bike.

I asked him to check what I'd done and see what he thought, went back a few days

later, and found he'd already tuned the carbs properly for me – it sounded so good, and ran as sweet as a nut, started first kick and idled perfectly.

It's a great bike – great to look at, and great to ride, and it always gets a lot of attention. It's not completely finished – I want to get the custom seat redone with brown leather, braided stitching around the edges and a hand-embossed design, and I'm also planning to do a bit more to the rolling chassis (strip, paint, tidy, you know).

I'm also toying with the idea of riding it around the whole of the British coast to raise money for military charities. My time in British Superbikes was with an injured military veterans' team which was involved with some great charities so I think it'd be great to do something like that. I think I may need to carry a jerry can or two though... or get a bigger tank. 



ENGINE: 1976 Triumph T140, Amal carbs (set up by Andrew Mitchell [01432 851741](tel:01432 851741))/cone filters, twin electronic ignition timing unit, one-off wrapped exhaust, one-off brass kick-start pedal | **FRAME:** Unknown hardtail, unknown forwards | **FRONT END:** Avon Speedmaster MK2 tyre, H-D wheel/disc/caliper, one-off mounting bracket, aftermarket springer forks, inch risers, braided brake lines, unknown 'bars, Magura master-cylinder | **REAR END:** One-off mudguard struts, H-D wheel/disc/caliper, aftermarket master-cylinder, Avon Speedmaster MK2 tyre | **BODYWORK:** H-D Sportster copy tank, aftermarket seat, aftermarket rear mudguard, one-off oil tank, one-off battery/electrics box, aftermarket side-mount 'plate' | **ELECTRICS:** One-off loom, Bates-style headlight, Vincent-style tail-light | **PAINT:** Three-stage pearlescent gold with subdued Triumph logo on tank by Dixie at Autochips & Dent Care Ltd ([01432 272767](tel:01432 272767) or www.autochips-dentcare.co.uk) | **POLISHING/PLATING:** Autochips & Dent Care | **ENGINEERING:** Bike rebuilt & sorted by owner & Andrew Mitchell | **THANKS TO:** "Richard Francis (Dixie) for helping find a colour & doing such a great paint job; Andrew Mitchell for setting up the carbs, engineering the brass pedal for me, & helping with the brakes/all the advice; & the DVLA for sending me a cheque with the road tax back..."



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WASTELAND WEEKEND

WORDS & PICS: CHRIS RYDER

IT'S HARD TO EXPLAIN EXACTLY WHAT KIND OF EVENT WASTELAND WEEKEND IS. HELD EACH SEPTEMBER IN THE DESERTS OF CALIFORNIA, IT'S NOT A MUSIC FESTIVAL 'CAUSE THE MUSIC ONLY PLAYS FOR A FEW HOURS AFTER IT GETS DARK, IT'S NOT A VEHICLE SHOW 'CAUSE THERE'RE ONLY ABOUT 100 CUSTOM CARS AND 30 CUSTOM BIKES, AND IT'S NOT A FETISH EVENT, BUT, JUST AS IN MAD MAX 2, YOU SEE A LOT OF FETISH CLOTHING.

P

ersonally, I'd describe it as the best chance any of us'll ever have to live in the world of the

Mad Max movies. I went dressed as a Warboy from Fury Road and fought my mate, who was dressed as Wez from the Mad Max 2 in the Thunderdome from the Mad Max 3 – it doesn't get more Mad Max than that!

Other Mad Max influences include the show arena being inside a compound wall similar to the one in Mad Max 2, the trading area is known as Bartertown, the drinking area is the Atomic Cafe, and there are Warboys stationed on top of a War Rig. It also features the sport of Jugger, which originates in another 1980s Australian post-apocalyptic movie called The Blood of Heroes – a highly aggressive sport, played by two armoured and weaponised teams using a dog's skull in lieu of a ball. It has become Wasteland's own sport, with a multi-team league based in California.

The Fallout computer games've inspired some of the costumes and vehicles, and've introduced bottle caps as the post-apocalyptic currency; the various tribes and groups get their own custom bottle caps printed at homebrew stores, and these caps're traded there. The local police force got into the cap-trading spirit of the event this year, and their caps had The Real Bronze printed on them.



EVENT



It's the 'full immersion' aspect of WW that makes it unique. The desert location was chosen so that nothing of the pre-apocalypse can be seen – no houses, no roads, no trees even. To maintain it, while in the main show area, all people must be in a costume, all vehicles must be post-apocalyptic styled, and all structures must follow the theme. The rule is 'No costume: No entry', and the under-costumed are politely but firmly steered towards the vendors of Bartertown, where pre-apocalypse dollars can be exchanged for costume clothing. One of the most established of those vendors is an army surplus shop humorously named War Mart, and has a pile of ex-army clothes at \$1 per item. Hundreds of prop weapons are also for sale, most of these being airsoft pistols or machine guns, though one stall was selling a full-size prop bazooka for \$300. Don't let the need for a costume put you off though – if you have the imagination or skill to build or fix a motorbike, you can create a costume.

I've been to five Wastelands now, and every year I am amazed by the huge level of effort people willingly contribute towards the post-apocalyptic theme. Once you've built your costume, the next step is to build a vehicle, and after a vehicle, a further step up is for a tribe to pool their resources to bring and build a covered entertainment space. These can take the form of a themed lounge, a bar, a dancefloor, a human-powered



simple to source a pick-up or SUV with unserviceable bodywork but good chassis, engine and running gear, and mate that to a '50s car body which has rotted too much for the restorers or hot-rodders to want to rescue. Add in the option of a suspension lift kit with oversized wheels, and you have the makings of a *Fury Road*-inspired vehicle. Guys who have built these tell me that matching a chassis to a bodysell of similar wheelbase and width makes the task much easier. This year there was also a jet car – somebody obtained a jet engine and built a car around it. I saw it fired up, and yes, it was awesome.

Motorbikes are less prevalent than cars, it has been said, but that's probably because the films it's based upon don't feature bikes as much as cars, but what are there are still cool. The US interpretation of the post-apocalyptic bike differs from the UK, with much smaller engine sizes and less matt black paint, but this year a snow mobile with road wheels instead of front skis and a mock 40mm cannon was a notable entrant.

There's so much more I could tell you, but we just don't have the room here. Suffice to say there's nothing like it in the UK, and if you like *Mad Max*, there's no event like it. More info and videos of last year's event can be seen at www.wastelandweekend.com, and I've made a series of videos about it myself – go to YouTube and search for 'Chris Ryder Wasteland Weekend' and hopefully you'll find them. 🍷



amusement arcade, even a casino, in all of these the currency is of course purpose-designed bottle caps.

Star appearances came from Nathan Jones (the Aussie actor who played Rictus in *Fury Road*) and V2A, a British band who have headlined WW for the last three years. Costume superstars included Dimitri Zaitsev from Nuclear Snail Studios and Mark Cordroy from the UK; both hosted workshops.

The vehicles are a personal highlight of WW. This being the US, there are plenty of big V8s. Some are built as movie replicas (there is a large contingent of *Mad Max 2* cars, my favourites being the Humungus vehicle, and the Lone Wolf, driven by Papagallo in the tanker chase) but another significant group is the '50s bodysell on a '90s pick-up truck chassis. Again, this being the US, it seems relatively



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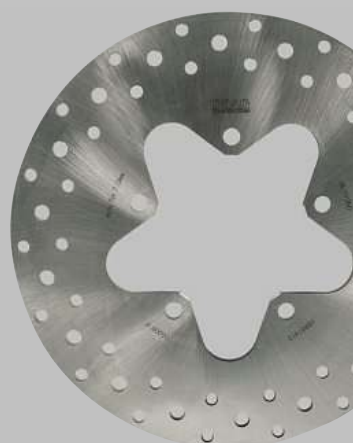
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THE COPPER PENNY





WORDS: **NIK**

PICS: **SIMON EVERETT**



IT'S BEEN A FEW YEARS SINCE WE LAST FEATURED A BIKE BUILT BY ROB WOOD AT TWISTEDSPINE CUSTOM MOTORCYCLES (THE LAST WAS HIS TRULY STUNNING STAINLESS STEEL-FRAMED BSA BANTAM) SO, LADIES AND GENTLEMEN, MAY I OFFER FOR YOUR DELIGHT AND DELECTATION ONE OF THE MORE RECENT OFFERINGS FROM HIS WORKSHOP – THE COPPER PENNY.

TWISTEDSPINE CUSTOM MOTORCYCLES ARE BASED JUST OUTSIDE DERBY AND THEIR PHONE NUMBER IS 07814 534213 OR YOU CAN FIND THEM ONLINE AT FACEBOOK OR INSTAGRAM.



The project started about a year ago give or take a few months, when a young chap named James went to his shop and asked: "Can you build me a bike?" and, after they'd established that bears do indeed defecate in woodland, the Pope was not a Protestant, and that the greatest Victorian fictional detective did famously suffer from constipation, a plan was thrashed out. After going over many ideas and hundreds of sketches, Rob worked out that what James wanted was a chopper – a proper chopper, with a rigid frame, a high headstock, and an exhaust so loud it's the automotive equivalent of a Millwall supporter bellowing 'd'y' want some? D'ya? D'ya?' in your face. James readily agreed and the build was begun. Just a wee note here: Rob has nothing

against cafe racers, brats, bobbers and everything in between, but for this one he wanted to get back to what started him building in the first place, and that was a straight up, hardtail-framed, springer front-ended old-school bike, y'know?

The 1994 Harley Sportster engine which'd come as part of the donor bike was found very shortly to be somewhat FUBAR so that went off to his local engine magician (and former world speedway champion!) Mr Sam Ermolenko who, as usual, worked his magic over it, turning it



from something that really wasn't very well at all into a particularly strong and healthy version of H-D's venerable old Sporty motor.

The rest of the bike, Rob says, was left to him, and he wasted no time in getting to grips with it. The frame is, as always with one of his bikes, made from 316 stainless (stainless steel isn't recommended by a lot of folk as being good for a frame, especially a rigid frame, due to its inherent brittleness, but Rob, and a number of others over the years, has made making chassis out of it into something of an art form), as is the one-off springer front end that he made for it, and the 'bars too, while the (fuel) tank and oil tank were fabricated by him, by hand, from 2mm steel. Yes, he could've bought them off-the-shelf, and they'd've looked good and no-one would've been any the wiser, but that's not what he does – he hand-builds bikes so that's what he did. The exhaust, for example, was a bit of



a struggle as halfway through the build James told him that his other half now wanted to be along for the ride so the long kicked-up ones they'd already planned fell by the wayside, and in their place came the two shorties that the bike wears now which, although he wasn't sure at first, do suit the bike better (and add to its presence). Tracey at Black Kat Kustoms, who we've mentioned as being rather good before, made up both intricate seats, and very smart they look too.

With all the fabrication done (and there was a lot of it to do, including those lovely shaped handlebar levers and the bronze 'pegs/controls'), it became time to deal with the paint. Again many ideas were talked about until they finally came up with what's on the bike. It's themed around the words 'Copper Penny' – actually the name of the paint used on it, but also a term which refers to a very rare US coin (which looks very plain and normal, but is worth in excess of a million dollars) or in reference to 18th century miners in the Tavistock area of Devon who were paid with tokens/chips so they could exchange them in the local inn for goods and food (hence the rather wonderful name of the hamlet there – Chipshop). These are equally rare (although sadly not as valuable) in that they came in three varieties, each with a local view of Devon on one side and the Prince of Wales' plume of feathers on the other, but they varied – some had the smoke coming out from the chimney stack on one side blowing left, some had it blowing right, and the last going straight up vertically. It was actually Carl Snelson, Rob's painter of choice, who came up with the idea of using that particular paint – Rob, y'see, likes to put an old-fashioned penny somewhere on all his builds, but he hadn't been able to decide where to put it on this one. Carl suggested using this particular paint and calling the bike 'Copper Penny', and the name fitted perfectly. Rob reckons this is actually some of Carl's best work, and both he and James are blown away by how well the bike looks finished.

They're not the only ones either: At the recent AMD event at the Irish Motorcycle Show in Dublin, the Sporty took just about the top honours and earned Rob a paid trip to next year's world championship, something he was just about blown away by, as you can imagine. He already has plans to build a very special bike for the event – watch this space to see it!

I'll leave the last words to Rob: "The creation of something new is not accomplished by the intellect, but by the instinct of necessity or, to put it another way, building custom motorcycles is not a job – it's a way of life. Do it properly and there's no room in your day-to-day life for anything else! So finally to answer a question I was asked at a recent show by someone: 'Do you like building bikes?' 'NO, I F**KING LOVE IT!'" 

ENGINE: 1994 Harley-Davidson Sportster 1200, rebored with oversized pistons, one-off stainless exhaust, custom oil lines | **FRAME:** One-off stainless steel hardtail, one-off bronze foot-pegs | **FRONT END:** 21" rim, stainless spokes, H-D Sportster hub, one-off springers, one-off 'bars, one-off levers | **REAR END:** One-off stainless mudguard struts, rebuilt H-D wheel/brake | **BODYWORK:** One-off petrol tank, one-off seats (upholstery by Black Kat Kustoms 07535 842824), one-off oil tank, one-off rear mudguard | **ELECTRICS:** One-off loom by Towzatronics, modified Bates-style headlight | **PAINT:** Copper penny/pagan gold/silver by Carl Snelson (07812 240458) | **POLISHING:** Twistedspine Custom Motorcycles | **ENGINEERING:** Twistedspine Custom Motorcycles | **THANKS TO:** "Sam Ermolenko for the engine rebuild & tuning (01283 813879 or www.samsdyno.com); & Towzatronics (07724 410622 or www.towzatronics.com) for wiring..." |



COPDOCK MOTORCYCLE SHOW

AFTER THE BATTERING THE WEATHER GODS GAVE COPDOCK IN 2017, FOLLOWING MANY YEARS OF SUNSHINE, A LOT OF FOLK WERE WAITING TO SEE WHAT 2018'S WEATHER WOULD BE, AND MAKING THEIR DECISION AS TO WHETHER TO GO OR NOT BASED UPON THAT.



And while the first Sunday in October dawned clear(ish) and rain-free, it was a fairly overcast, grey day, and that I think, for a fair number of the custom bike folk at least, put the kibosh on them turning up to display their creations to a wider world than the one found in their garage. It didn't stop the punters much, though, and by the time meself and my friend Nicky'd met up and made the haul down to Ipswich, the bike parks were filling up nicely, and the event was in full swing.

Copdock has always prided itself on putting on a good day, with so much to see and do that you do struggle to see everything that's there, you really do, and as we didn't arrive until lunchtime we did miss out a fair section, it has to be said. We did hit a bit of the autojumble area which, as usual, was vast and filled with weird and obscure items identifiable only to those whose upbringing included A-Level Rusty Bits & Doo-Dahs Recognition. There were some bargains to be had too, but I remained strong and didn't purchase owt else that I don't really need as such, y'know?

Similarly, the trade village area was





massive and packed full of stuff that was almost guaranteed to part you from your hard-earned. She bought a pair of those almost spray-on armoured leggings that all the big clothing types are doing for ladies these days, and meself and a couple of other gentlemen tried (and probably failed) to look nonchalant when she came out of the dressing room wearing them and asked, did they look okay?

It was good to see the legendary Chris Ireland and his salt-racer Indian outside the custom marquee, and hear the famous beastie fire up and sound positively orgasmic. It was also good to see that, despite the weather, a fair few custom folk'd braved the elements to bring their bikes for the show.

Copdock's judging still confuses the hell out of me, even though I am a judge, but I'm assured it all went smoothly so that's all right then, isn't it?

Elsewhere the Two Brothers Racing Stunt Team put on their usual sterling displays of combined bike control and hooliganism, and a bunch of freestyle motocross freaks did the sort of things on bikes that make you want to check the vertical hold control on your brain. I was mildly disappointed that I couldn't find the stand selling fish-finger sandwiches, but chips 'n' gravy (yes, real gravy, like you don't usually find south of Derby) made up for it.

This year's Copdock Motorcycle Show is being held on its usual day, the first Sunday in October (October 6), at its usual venue (Trinity Park, Ipswich), and you can get more info from the event's website at www.copdock-cmc.co.uk or Facebook. See you there, no doubt!



EVENT

EARLY LAST YEAR THE BRIGHTONA CHARITY RIDERS, WHO ORGANISE THIS EVENT IN ASSOCIATION WITH THE SUSSEX HEART CHARITY, WERE LOOKING FOR HELP WITH ORGANISING THE CUSTOM SHOW, AND SO, HAVING HAD SOME DEALINGS WITH EVENTS IN THE PAST, I OFFERED TO HELP.

BRIGHTONA

WORDS & PICS: FD



Now the whole point of a charity event is to get other people to sponsor the associated running costs so that as much of the money taken on the day as possible actually goes to the charity where it does most good. Harrison Billet, Zodiac and this 'ere mag came on board quite quickly, but after that I needed seven more companies local to the event that'd benefit from the sponsoring publicity, and to my way of thinking it was a no-brainer to accept the sponsorship invitation and the associated publicity from one of the biggest bike events in the south of England. But an awful lot (who probably spend more than I was asking for in monthly coffee costs) declined, and it was the small, family-run businesses who came through – so many thanks to CD Scooters,





Brighton; Ideal Motorcycles, Pulborough; Attitude Customs, Southampton; Rhino Trikes, Somerset; Hurricane Airbrush Art, Bury St Edmunds; and UXB (Urban Xtreme Bikes) which isn't even a business – it's a Facebook page organised and run by our Nik. The last sponsor was Indian Motorcycles who not only said yes, but stepped up to supply all the show space barrier chain as well – heartfelt thanks to Steve Cain and Indian from me, the Sussex Heart Charity, and all the owners of the bikes in the show!

Thankfully, the heavy rain that was forecast for the south coast lasted about an hour while most people were still in bed, and after that it was dry all day on Madeira Drive, which was great for the thousands who came out and enjoyed the event – 38 show bikes were booked in, but 12 were no shows on the day. Fortunately, though, the display was boosted by some last-minute ride-in entries, and the show got plenty of interest and was busy throughout the day.

Three judges, Paul from Paul Milbourne Customs in Chichester, Gary Foley from Public Enemy Customs in Horsham, and Mr Cain from Indian, had a hard time deliberating as the entries were heavily on the chopper side of the spectrum. The previous year a trophy was left unused because no streetfighters entered, and this year no scooters turned up (even though three'd booked in), so we added a bit of humour and creativity to the judging to pull it all together. The winners were Nigel Penn's 1200 Sportster (Best Chopper), Laurie Hilton-Ash's Ironhead Sportster 'The Rocking Goose' (Best Harley), Nigel Stevens' Slinky Bint-built S&S 'Anti Hero' (Best Custom), Nigel Barnes' Yamaha 650 DragStar (Best Rat), Jason Steer's pretty little Suzuki 1400 Intruder (Best Trike), Simon Davison's GSX-R 750 hardtail (Best Scoot), Dave How's 1967 Triumph T120 Bonnie 'All The Fun of The Fair' (Best Paint), and Ben Hall's 270cc Gas Gas (Best Engineering and People's Choice).

Brightona's on again this year on Sunday 13th October – go to www.brightona.co.uk for more info, and also to help if you can as they need help again this year, okay? 🙌





REWORKED & RADICAL

WORDS: DAVE MANNING

PICS: SIMON EVERETT

HIGH ON TWO DECADES AGO, THE CUSTOM MOTORCYCLE INDUSTRY WAS IN SOMEWHAT DIFFERENT SHAPE TO HOW IT IS NOW. DISCOVERY CHANNEL WAS FILLING ITS AIRTIME WITH 'CHOPPER' SHOWS, AND THE CONSENSUS AMONG MANY FOLK WAS THAT THE ADVENT OF THE 'BILLET BARGE' WAS SLOWLY BUT SURELY KILLING CUSTOM MOTORCYCLING.





T

wenty years later, that was clearly not the case. Indeed, the direct opposite could be said; TV coverage

of custom bikes, regardless of whether you agree with the soap opera aspect, brought choppers to a larger audience, and the boom in sales of high end, V-twin bikes not only saw more custom bikes on the road and in mainstream motorcycle magazines, but also brought a lot of donor parts or, indeed, complete bikes on to the marketplace.

Thanks to that flash in interest, a large number of companies building 'production choppers' arose in the US – Big Dog, American Ironhorse, Big Bear Choppers, Saxon, etc. – with just about all of them being very expensive, brash

machines with aftermarket pseudo-Milwaukee powerplants and a lot of chrome and expensive paint, and it wasn't uncommon for the cheapest of these bikes to be in excess of \$25,000...

Those folk who had their eyes opened to custom bikes thanks to TV shows soon realised that a 'production chopper' was as much of a contradiction in terms as 'honest politician', and that a true custom bike has to have its own individualism, and a personal touch added by the owner. That isn't to say that any of the bikes built by the American firms who were cashing in on the billet barge craze are bad, they're just not real customs.

They can, of course, be used as a valuable supply of rather cool parts though, which can then be treated to some real customising...



| ENGINE: S&S 117", S&S Super G carb, Baker right side drive six-speed gearbox, high flow air filter, handmade wrapped exhaust | FRAME: 2005 American Ironhorse Softail, Thunderheart forward controls | FRONT END: Metzeler Marathon 140/70x21" tyre, DNA 21x3.5" wheel/brakes, Zodiac springer forks, Harley 'bars, MMB speedometer | REAR END: 2005 American Ironhorse Softail swingarm, Progressive Suspension shock, 18" DNA wheel, 280/35x18" Metzeler Marathon tyre, belt final drive | BODYWORK: Bob Fester-style fuel tank, handmade rear mudguard, Ironhorse horseshoe oil tank, handmade leather solo seat. | ELECTRICS: Thunderheart Performance electronic harness controller, Harley switchgear, aftermarket lights | ENGINEERING: Owner & RHC | PAINT: RHC, Poland | THANKS TO: "My friends at RHC..." |

Lucasz Wierzbicki knows this fact, and put it to his advantage by purchasing a softail American Ironhorse, as built in Fort Worth in 2005, featuring not only the Harley-aping, hardtail-look suspended frame, but also a 117-inch motor – a full and wholesome 1917 cubic centimetres of V-twin punch. The engine and chassis combo was a good one, and Lucasz was in no rush to change that. He was, however, keen to make a departure from the quickly dated, turn-of-the-century styling that the bike had when it was first built, and to improve on the paint that'd aged somewhat, so the mudguard, fuel tank, wheels and forks were all set aside, to be replaced with something that wouldn't fall out of fashion as quickly as the originals. You know what they say, fashion changes, style remains...

A set of short springers, courtesy of Dutch aftermarket specialists Zodiac, were slipped in at the pointy end, with a 21-inch diameter DNA wheel wrapped in a fairly hefty 140 section tyre. At the rear, a matching 80-spoke DNA wheel, with black spokes and a copper-plated 18-inch

rim, has a low-profile 280 section Metzeler tyre. He sourced the DNA wheels from the States, but his friends at RHC over in Poland (Lucasz's home country, although he now lives up in the north-east of England) refinished the wheels in that cool combination of black hubs and spokes, and copper-plated rims.

With no front mudguard, bodywork is limited to the ribbed Bob Fester-style fuel tank, and the one-off, handmade rear mudguard that also has a longitudinal rib to match the tank. The tank may hold little more than a couple of gallons, but the shape and size is just perfect for this build, with the high tunnel resulting in the line of the top of the tank coinciding with the line running from that teardrop headlight shell right back to the rear wheel spindle.

The powerplant that sits in the centre of that American Ironhorse Softail chassis is an S&S lump, of the aforementioned 117 cubic inch capacity, driving through a Baker RSD six-speed gearbox which, as its name suggests, drives the right-hand side of the rear wheel rather than the conventional left-hand side. Aside from allowing the transmission to be centrally mounted and still run a wide rear tyre, the Baker gearbox also allows for a clean and quiet belt final drive to be used. What certainly isn't quiet, though, is the abbreviated exhaust system, with its only concession to regular use being the wrap that prevents Lucasz's right leg from being permanently blistered and burnt...

The rear mudguard, and the oil and fuel tanks, were not only sourced and modified, but also painted by the guys at RHC, using gold flake for the detailing, while various brass parts were incorporated to follow the theme – the headlight, tail-light and indicators have brass grills (much like the much-vaunted Crime Scene Choppers parts), the grips and air filter have brass accents, and the rear mudguard supports are copper-plated too. The seat was also a one-off from RHC, with Lucasz handling all the assembling and mechanical parts, and RHC providing the finish! In fact, thanks to the fact that he is very good friends with the owner, it was in the RHC workshop where the bike was built, although it is now with Lucasz in the North East, and was photographed in the East Coast Barber Shop, in Sunderland, at the same time as Graham's Buell chop, featured a couple of months ago. By the time you read this though, the clocks will've leapt forward, and Lucasz will be out on his Ironhorse, enjoying the light evenings and letting his hair grow long... 



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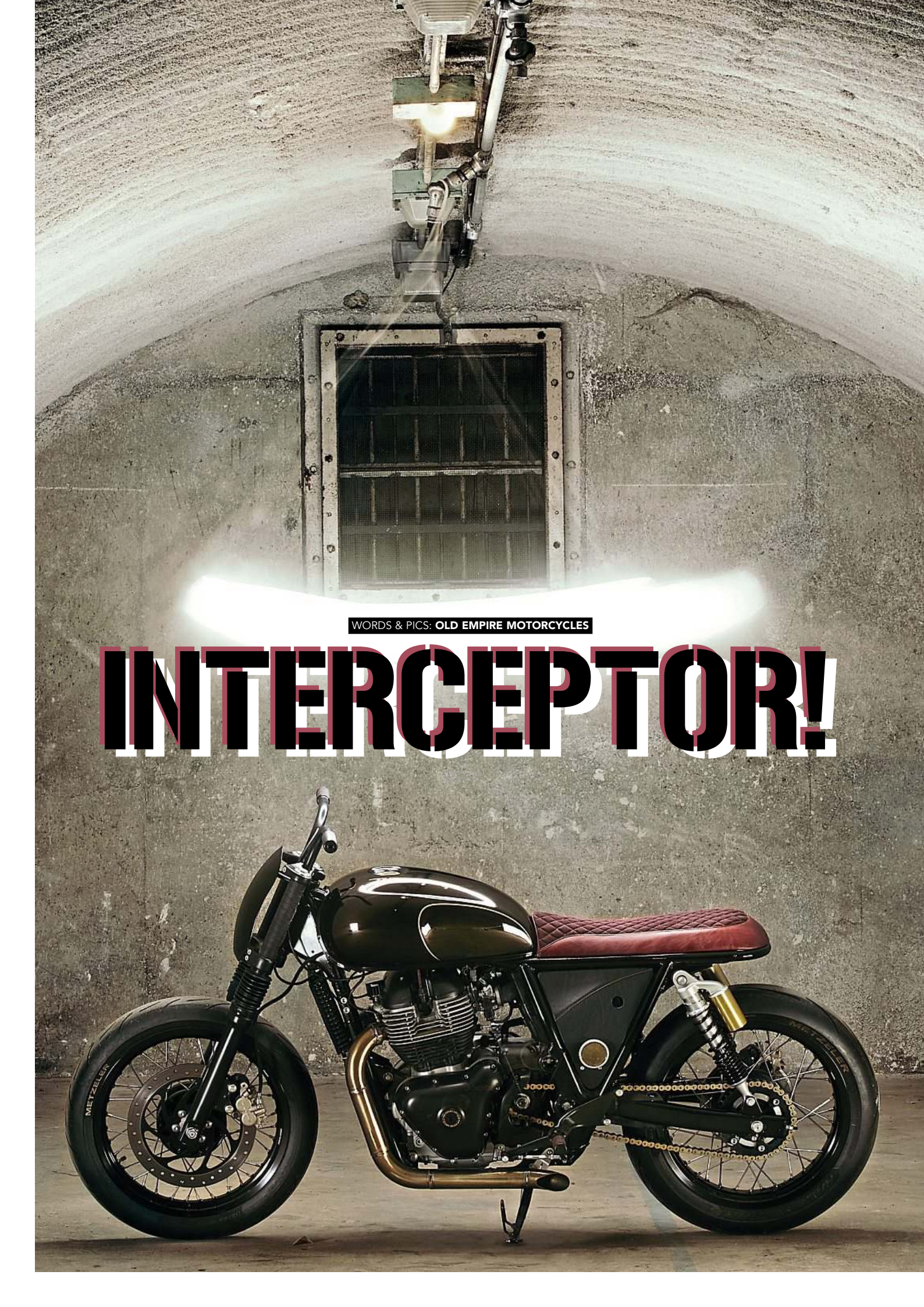
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A vintage motorcycle is parked in a concrete tunnel. A spotlight from a fixture above illuminates a metal grate on the wall. The motorcycle is dark with a red quilted seat and gold exhaust pipes. The tunnel walls are rough and textured.

WORDS & PICS: OLD EMPIRE MOTORCYCLES

INTERCEPTOR!





Firstly, we managed to obtain a set of very hard-to-find, almost 'slick' tyres for the stock size rims, dumped the front down, and beefed the chain up to a gold O-ring type. The forks were shaved and all unnecessary brackets lopped off, and the yokes heavily modified to accept our neat 'Gone in 60 Seconds'-inspired 'go baby go' button.

The tank actually required very little modification to get it to look right, and simply required a custom flush-fit T800 brass cap welding in place; the only other tinware being a simple (English) wheeled aluminium shroud mounted at the front to give the bike a little more poise. The side panels were ditched and new aluminium ones rolled, wheeled and welded to follow the lines of the tank, and the seat was then given a classic car-style waterproof sewn vinyl covering, and a new mesh air intake was added on one side and a brake proportioning valve the other. The reason for the latter being needed was because we removed absolutely everything we didn't need to ride it (lights, switches, even levers). Custom 'bars were bent and many versions tried, but our 'ant'-like ones with simple 90-degree bends looked best and were most comfortable and these, combined with an internal throttle and clutch, along with running the front and rear brakes through the aforementioned adjustable valve mounted on one of the side panels, meant uber-clean 'bars. They also work pretty well actually!

THE MOST FAMOUS INTERCEPTOR IN THE WORLD IS, OF COURSE, MAD MAX'S CAR FROM THE FIRST TWO AND, BRIEFLY, THE FOURTH FILM (AND HAS ANYONE YET SUSSSED OUT HOW IT WAS REBUILT FOR NO. 4 AFTER BEING BLOWN UP IN NO. 2?). THIS, WE HOPE, WILL BE THE SECOND MOST FAMOUS...

IN

early 2018 we at Old Empire Motorcycles were approached by Royal Enfield to create a distinct collaborative build based on their new production twin

– their first twin manufactured in a very long time, since before I was born, certainly!

The brief was to create something that enhanced what was originally there without going too mad, and making sure the focal piece was the new 650cc twin engine. The donor bike is in very many ways similar to a lot of other modern 'retro' twins out there, and is very easy to turn into a kind of brat/flat-tracker/scrambler-type thing – however, we felt we needed to add another element within the build to distinguish it from the norm.



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Framework wise, as much as we cringe at the hipster lack of thought that goes into a simple cut and loop of the rear frame, sometimes less is more and, after playing with various cardboard rear cowlings (none of which flowed correctly), a less cluttered line was achieved with a longer seat – the focus of which went on the rich ox-blood leather and waterproof suede with gold stitching. All the grips and 'pegs were treated to an Empire leather set as ox-blood red is a new colour (now available online) for us. On the subject of 'pegs, the old set was a little clunky so a fresh set of our universal adjustable billet-machined foot controls went on with a coating of armour black Cerakote.



The exhaust system was duly ripped off and a new mandrel-bent stainless big bore one remade with internal baffles; it sounds great, and the specially sourced baffles allow the motor to breathe properly and have enough back pressure, even though they're almost straight-through.

Electrics-wise, we were originally very concerned having worked with a number of very complicated CAMBUS wiring systems which don't allow much, if any, modification without tearing the loom completely to bits.



With the Royal Enfield though, it's hands down the nicest and simplest bike concerning electricals – we managed to remove everything, and I mean everything (ABS, traction control, lighting, ignition switch, all controls and switches) and without almost any splicing or rewiring it'd still start and run – what a beaut! All we did was cut and remove all the unnecessary items to neaten it all up, and then integrate our starter button along with a remote keyless ignition on the side-panel, and that's it!

For the finish, Simon at Flying Tiger Paintwork in nearby Bury St Edmunds pulled out all the stops to get what initially looks like black, but is actually the deepest, darkest metallic ruby red that just pops in the sunlight, highlighted by gold pinstripes, and with our signature typeface. He also runs Flying Tiger Coatings, which offers a premium service which we used to coat all our brackets, yokes, 'bars and fork legs in an understated satin armour black Cerakote. Thanks also go to GB Upholstery for their sterling work on the seat and side-panels, along with Demeanour Customs for all their work on the machined components.

I love the simplicity of the finished bike, and the fact that I think it shows what you can do with the new Royal Enfields – much of the original bike is still there. Admittedly the bits we've changed've had much work in them, but for those people who think they could never achieve something similar without a massive budget, you most certainly could. My honest appraisal of the base bike is that it's a stonker of a motorcycle; the perfect bike for relatively new riders to hop on, plenty of poke, doesn't break the bank, and has plenty of potential as a custom without changing everything much at all. 



ENGINE: 2018 Royal Enfield 650 Interceptor, one-off stainless big bore exhausts | **FRAME:** 2018 Royal Enfield 650 Interceptor, one-off rear frame hoop, Old Empire M/Cs foot controls, ox-blood leather 'pegs | **FRONT END:** Metzeler tyre, 2018 Royal Enfield 650 Interceptor wheel/brakes/forks (shortened), aftermarket yokes, one-off 'bars, internal throttle/clutch, ox-blood leather grips | **REAR END:** Metzeler tyre, 2018 Royal Enfield 650 Interceptor swingarm/shocks/wheel/brake | **BODYWORK:** Front mudguard removed, one-off headlight cowl, modified 2018 Royal Enfield 650 Interceptor tank, one-off seat pan, one-off leather/suede seat by GB Upholstery (01284 388777), one-off side-panels | **ELECTRICS:** Modified 2018 Royal Enfield 650 Interceptor loom, keyless ignition, one-off starter button | **PAINT:** Ruby/black candy paint, armour black Cerakote by Flying Tiger Paintwork (01284 599003 or Facebook) | **ENGINEERING:** Bike built by Old Empire Motorcycles, machining by Demeanour Customs (01953 681308 or www.demeanourcustoms.com) | **THANKS TO:** "Royal Enfield; Flying Tiger Paintwork; GB Upholstery; & Demeanour Customs..." |

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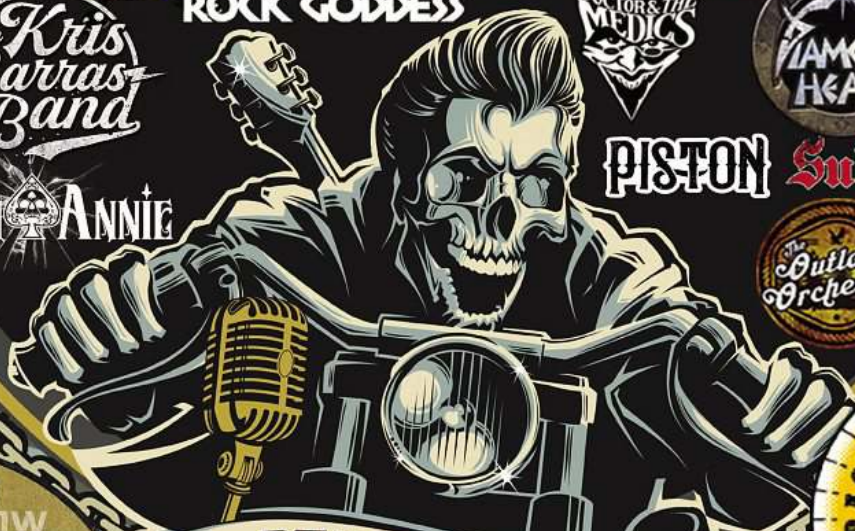
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DARE TO BE DIFFERENT!

NOSTALGIA, ACCORDING TO THE BEST ONLINE DICTIONARY DESCRIPTION I COULD FIND, IS A WISTFUL OR EXCESSIVELY SENTIMENTAL YEARNING FOR A RETURN TO, OR OF, SOME PAST PERIOD OR IRRECOVERABLE CONDITION.

WORDS: NIK

PICS: FD

A

nd it plays a huge part in the way many people look at motorcycling, especially custom motorcycling, and the motorcycle scene. Most of us, you see, do, whether we admit it or not, tend to look back at days gone past with a certain degree of fondness, especially when it comes to building and riding choppers, bobbers, cafe racers and the like. Hell, even I, brought up on a diet of sci-fi comics and manga cartoons, still get warm fuzzy feelings when I see certain bikes from the days when I first got interested in all things two-wheeled or certain venerable old classic stockers or racers. Yes, I love stuff like Can-Ams and Nikens, and the bikes from Bloodrunners and the like, but I still get a little misty-eyed over Ner-a-Cars, Rob North Tridents, BSA Gold Stars, T120 Bonnies, Z1000s and Katanas. I even own a classic or two – I have a particularly glorious old Harley 45 chopper, for example, an 1100 Katana, and a Harris Magnum, and who knows, one day I might even get to ride them...





Neil Farnham, the owner of this 'ere tricked-up Honda C90, also has a bit of a thing about times gone by. He's done the large capacity road and track bike thing and thoroughly enjoyed doing so, but one day he decided that what he wanted was something cool that was a little different from the norm, and also one that he could ride as much or as little as he wanted without having to worry about the amount of money he'd spent on it and whether it was getting used enough.

He'd seen what people were doing with Honda's inestimable Cubs, the 50s, the 70s, and the 90cc variants, and being a gentleman of a certain age, he had a soft spot for the admirable little 'crash-box' 'Ondas. Some idle digging about on t'Net turned up a suitably cool-looking Facebook page, Steve Brock's Honda Street Cub Projects, and on there he saw a bike that Mr B had done a great deal of work on too, but which was just waiting to have his own stamp, his own ideas, thrust upon it. He made contact and, not that much later, a deal was done.

The bike he bought, a 1984 vintage C90E, had been extensively modified, although it may not at first appear so. Both the wheels'd been replaced, swapped for wider and sexier Racing Boy wheels, imported all the way from the Philippines, fitted with, unusually, drum brakes rather than discs, for a proper old-skool look. They're nice

wheels too – 4.25x17" with Michelin Street Pilot 130-section tyres, chromed hubs, heavy-duty spokes, and gold fittings, and the drum brake housings've been chromed too. The forks that hold them have had to be modified (widened) to take them – they now have a solid 7/8" shaft instead of a tubular central stay, and a 5mm thick widening plate has been fully TiG-welded in for extra strength too.





Once he'd got it home, Neil set about making the bike his own. Paul at Flatline Custom Motorcycles pulled it apart for him, and various parts were dispatched for paint and polishing. Neil says that Paul really has the patience of a saint as the little 'Onda kinda fought all of the way and just threw up problem after problem, but he soldiered on and just dealt with them stoically. He took on the lion's share of the paint duties too, while JD Signs in Southery supplied all the graphics, and Lawrence Laidlow at Arttvar did the very cool pin-striping.

The finished bike, he says, is just brilliant, and proves that you don't have to be doing 100mph-plus to get a smile on your face. Everyone, he says, remembers riding them across fields and down back lanes, and the amount of attention it gets is unreal – he hears a lot of 'I remember when I had one of these' comments from folk, and it always makes him smile when his little bike gets more attention than a £15k-plus superbike, much to the chagrin of middle-aged men in one-piece leathers.

This year he plans to take it over to the Classic TT on the Isle of Man with a few friends on classic bikes, but has already decided that, as the bike is really stiff and loud, plenty of stops and short distances will be a must! It also needs a bit of fettling on a dyno to get the carb spot-on too, but it's something he's learnt, for the moment anyway, to deal with.

Last words? "It's brilliant! I love the silly daft

little thing, dare to be different! And remember 'You meet the nicest people on a Honda!'"



At the rear there's a Boushi swingarm, also from the Philippines, and a set of TSR330mm shocks that stiffen the back quarter up quite considerably, and the exhaust's been replaced with a suitably Moto GP-style Kozi 3 stainless steel racing item that is, Neil says, loud – as in capital letter loud! It, and the K&N filter on the 26mm Mikuni carb, allows the 140cc Motosyko engine that replaces the stock 90cc one-lunger to breathe correctly, and pull a genuine 60mph (and get there much more quickly) – not a huge amount, you may be thinking, but enough when you're trying to stop it on drum brakes, Neil assures me! There's a host of other bits he did too, have a look at the spec panel hereabouts for the full SP.



ENGINE: Motosyko 140cc, high-lift cam, 26mm Mikuni carb, K&N air filter, Kozi 3 stainless steel racing exhaust | **FRAME:** 1984 Honda C90E, original Honda foot-rests/hangers | **FRONT END:** Michelin Street Pilot 130x17" tyre, 4.25" width custom Racing Boy wheel, chromed hub, heavy-duty spokes, gold fittings, chromed drum brake housing, modified stock forks, chromed yokes, chromed flat-track style handlebars, OORacing CBR125 left switchgear, chromed LED speedo with mechanical cable drive, Renthal grips | **REAR END:** Boushi swingarm, TSR330mm shocks, 4.25" width custom Racing Boy wheel, chromed hub, heavy-duty spokes, gold fittings, chromed drum brake housing, DID chain/sprockets, Michelin Street Pilot 130x17" tyre | **BODYWORK:** Modified Harley-Davidson front mudguard, modified stock legshields, stock fuel tank/side-panels/battery box, one-off flip-up handmade Honda logo single seat, one-off stainless steel number-plate holder | **ELECTRICS:** Converted to run 12 volt, 4" matt black headlight on custom bracket, LED tail-light underneath rear mudguard, LED bullet-style indicators, digital fuel gauge in legshield, one-off billet 'plate light with switched battery-operated LED unit | **PAINT:** BMW Calypso Red & Silver metallflake by Paul Asquith, Flatline Custom Motorcycles | **POLISHING/PLATING:** Top yoke, front & rear drum brake housing, bars, bottom fork covers & front & rear hubs | **ENGINEERING:** Forks, frame, front mudguard, rear mudguard, front & rear spindle spacers, top shock spacers by Steve Brock | **THANKS TO:** "Steve Brock, the original builder (Facebook Honda Street Cub Projects); Paul Asquith at Flatline Custom Motorcycles (07932 251239 or www.flatlinecustommotorcycles.co.uk); JD Signs (01366 377366 or www.jdsigns.net) for graphics; Lawrence Laidlow at www.aartvart.com for pin-striping; & Shaun at Paradise Garage (01366 387795 or www.paradisegarageld.co.uk) for MoT & advice..." |



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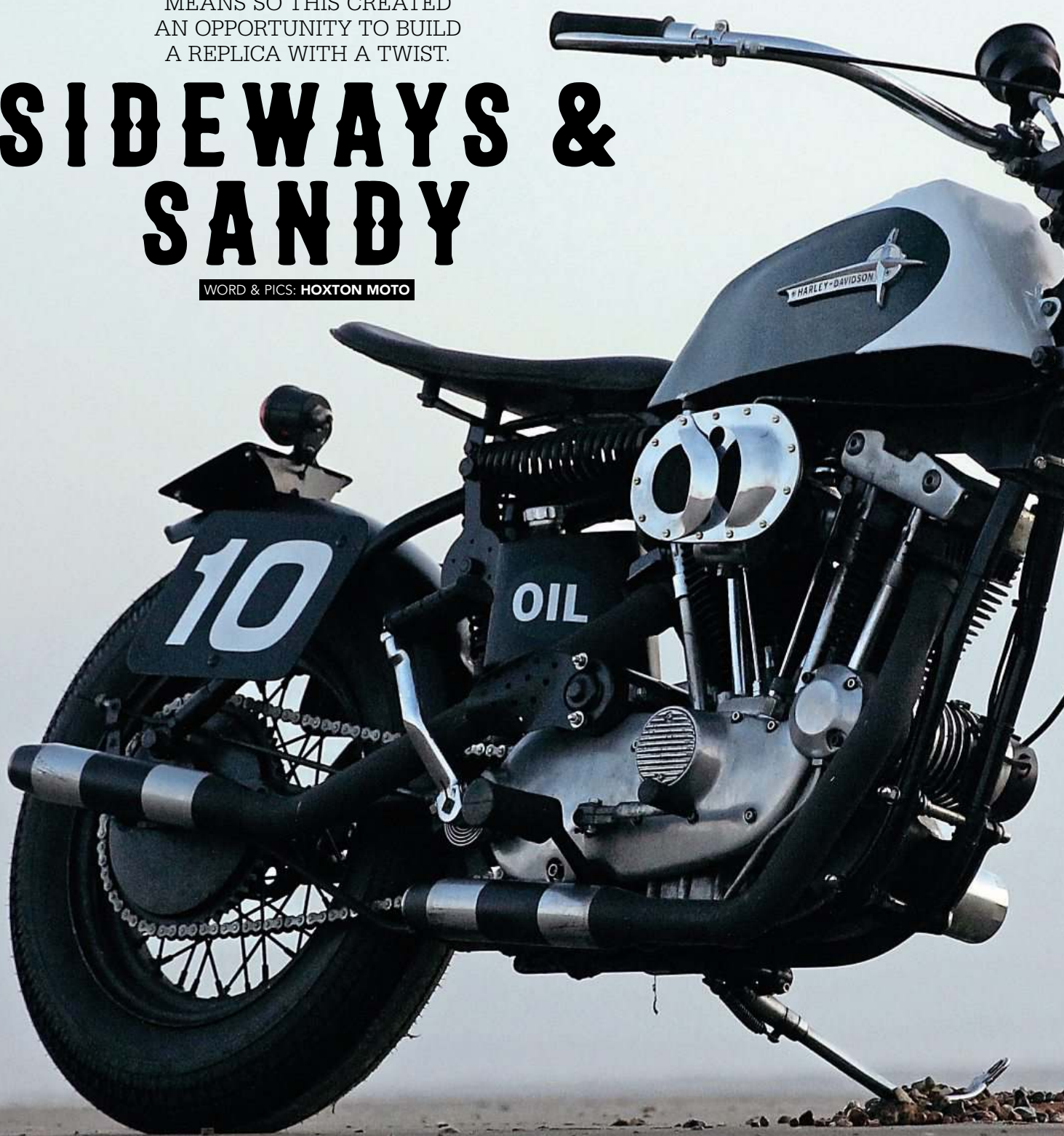
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ERA WAS BEYOND OUR
MEANS SO THIS CREATED
AN OPPORTUNITY TO BUILD
A REPLICA WITH A TWIST.

SIDEWAYS & SANDY

WORD & PICS: HOXTON MOTO





Hoxton Moto was originally set up as a YouTube channel dedicated to motorcycling, but getting in the workshop to build bikes has become a

passion, and in the last few years we've built a 1960s Honda race replica, a Honda CB550 Brat, a Moto Morini cafe racer, restored a Yamaha XT 500, and done this Harley beach racer, and we're currently working on a Honda NX650 'tracker.

We set out to find a cheap Harley as a donor bike and decided on a 1970s Ironhead Sportster. After a lengthy search, we finally found the ideal donor; it'd been imported into the UK as a restoration project at some point but, aside from occasionally being tinkered with, it'd languished unloved and uncared for in a garage for more than 10 years. Without revealing our intentions, a deal was struck with the owner, and the commitment was made.

We stripped the donor bike completely, retaining just the engine and frame. Jake Robbins Engineering (renowned bike builder and girder fork specialist) fitted a set of his hand-built girder forks, and then we talked about how to create a rigid rear end. After a short one-way discussion (with us mostly bamboozled by his vision), Jake persuaded us to let him loose on the rear suspension to create a friction damped, twin spring, live cantilever spring frame. This was his homage to a Bentley & Draper spring frame, as used on early Broughs and New Imperials. Like a man possessed, the angle grinder came out, the welder spluttered and snorted, and he smashed out the conversion.

Retaining the original rear wheel and brake, we sourced a 16-inch front rim and a drum brake from an Enfield Bullet and, after producing the rolling chassis, we moved on to the styling. Three

important features of this were the handlebars, the fuel tank and the seat. Jake had some old 'bars collecting dust in his workshop which he donated, and we set about fabricating the seat and tank.

The seat was relatively quick to fabricate once we had decided on the shape and dimensions, but we deliberated over the fuel tank design as we wanted to create something different and unusual. Using a block of builders' Celotex and a rasp, a shape emerged which became the template for the fabrication. The design was transferred to a sheet of ally and with the use of planishing hammers, English-wheel and a welder, the ally tank was completed.

We had to find a way of mounting the essential oil tank and battery box. We built the oil tank from scratch; designed to be rubber-mounted in the small space between the engine and frame, and the battery box was yet another hand-built feature, mounted on the swinging arm.

A predominant feature of the Ironhead is the air intake housing. We looked at all the aftermarket designs, of which there are many,



but decided that we had come this far and would fabricate our own. With the leftover ally from the tank and a few hand tools, the air intake shape evolved into its unique design.

The rear mudguard and lights were found at autojumbles, and the seat was covered by Glenn Moger, while the control cables

and wiring were all done in-house. To finish off the beach racer look, we fabricated and mounted the race plates. Finally, the bike was sprayed and painted by hand, with a signwriter brushing in the numbers and tank design.

If you'd like to see more of the bike, and the others we've done too, please check out our YouTube channel (**Hoxton Moto**), go to www.hoxtonmoto.com or follow us on Facebook, Twitter or Instagram. 

ENGINE: 1974 Harley-Davidson XLCH Sportster, rebuilt, one-off air-filter, one-off exhausts **FRAME:** 1974 Harley-Davidson XLCH Sportster, one-off twin-spring rear section by Jake Robbins Engineering, autojumble foot-controls **FRONT END:** Dunlop tyre, 16" rim, stainless spokes, Royal Enfield hub/drum brake, Jake Robbins Engineering girder forks, donated 'bars, autojumble levers/tacho, one-off cables **REAR END:** Original 16" wheel/drum brake, Coker Classic tyre, one-off cables **BODYWORK:** One-off fuel tank/oil tank/seat pan (covered by Glenn Moger)/battery box/race plates, autojumble rear mudguard **ELECTRICS:** One-off loom, autojumble front/rear lights **PAINT:** Rustic age paint **POLISHING:** Not really **ENGINEERING:** Bike built by Hoxton Moto, front & rear ends by Jake Robbins Engineering



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NEW BUT OLD

ONE OF THE CRITICISMS YOU HEAR ABOUT CUSTOM BIKES, ESPECIALLY ONES BUILT AROUND OLDER AND PERHAPS RARER BIKES, IS THAT AN OLD BIKE, AND OFTEN A RARE OLD BIKE AT THAT, WAS CUT UP (READ AS 'RUINED' IN THE MORE EXTREME CASES) TO BUILD THEM.

WORDS: **NIK**

PICS: **GARRY STUART**

P

eter Walker, the owner of this absolutely glorious T120 Bonneville-engined custom, is what you might call a responsible custom bike owner in that he was very insistent that, when he was creating his bike, it'd only be built from spares; he really didn't want any intact historic bikes to be taken apart as part of its construction. As a member of a local historic bike club, some of the members weren't really in favour of him building a bobber with historic bike parts, but although initially reticent they started to come forward with ideas and shared their knowledge and expertise – something that's priceless when you're working out of your comfort zone.

He's ridden bikes all his life, from motocross to enduros and, eventually, road racing, but he'd never thought about building one. As he says: "Why would I? I'm a joiner." However, one day he spotted a tiny picture in an American mag of a sweet bobber, was really taken with it, and stuck it on his garage wall really as a bit of a daydream but, as time went past and he planned and plotted, eventually that semi-serious daydream became something of an obsession. It took him almost two years and the finished bike looked nothing like that original picture, but he loves what he'd managed to produce – as he says: "That was several years ago now, and to this day I still get a real buzz/thrill when I go out for a blast on it."

The Trumpet started as just a bog-stock rigid frame from a bike that'd been exported to Johnson Motors in California way back in 1953. Peter brought it back to where it belonged, and started to build around it. The engine, a 650cc T120 Bonnie that's now had a host of upgrades and cosmetic additions, was destined for someone else's cafe racer, but for some reason they thought it wouldn't be fast enough. Hmm, let me think, a cafe racer built around a lightweight powerful engine that a lot of folk rate as the best Bonnie engine ever produced? No, that obviously wouldn't be fast enough, would it? A local historic bike club member offered the front



and rear wheels, and the gearbox, and from then on things started to take shape nicely.

Both wheels were rebuilt with refurbished drum brake hubs, powdercoated rims, black chrome spokes, and nickel-plated nipples by those experts in wheel building, Central Wheel Components, and fitted with very sexy Firestone tyres, and a set of DNA springers was purchased and their springs replaced with much more visually-fitting brass ones. An absolutely gorgeous circa 1920s brass gas light was converted to work as a headlight, while the rear light is from the same period and has also been converted for modern usage. The tank was imported from the States, the seat was made locally, and the rear 'guard and oil tank are both one-offs made especially for the bike. The paint that covers them is a Fiat colour with metal-flake in it, and the stripes were added in at the same time.

At this point I must mention two gentlemen who helped Peter immensely – Bill Hanna, an ex-senior engineer on nuclear submarines, whose skill at producing some of the bespoke parts on the bike has certainly added to the final look, and Peter Hope, an ex-Rolls-Royce engineer, who provided expertise in

making the whole thing actually go – something that he did need help with as although the bike may look, and be, young and freshly built it is, in reality, essentially a historic bike.

After a decent time to bed in the engine, he travelled up to the Lakes (near his home actually), and all was going swimmingly when he soon heard one of those noises we all dread – a knocking from the top end; one of the small end bushes'd worn and damaged the con rod. Bugger! Since the rebuild the bike's been just fine and, in fact, has given him some of the most memorable moments of his life, including turning up at Jurby Festival of Speed (on the Isle of Man) and lining the bike up alongside four Vincents, all of which pretty much got





ENGINE: Triumph T120 650cc, Delta head, Amal Mk1 900 series carbs, Bob Newby belt-drive racing clutch, BHT twin cylinder magneto, one-off stainless exhausts | **FRAME:** 1953 Triumph rigid, stock foot-rests & controls | **FRONT END:** Firestone tyre, drum brake hub, powdercoated rim, black chrome spokes, nickel-plated nipples, DNA springs with brass springs, Renthal straight 'bars, aftermarket old-style controls, original Smith speedo, Renthal grips | **REAR END:** One-off mudguard struts, Firestone tyre, drum brake hub, powdercoated rim, black chrome spokes, nickel-plated nipples, Renthal chain | **BODYWORK:** Peanut tank imported from US, seat hand-built locally, one-off rear mudguard, one-off oil tank, one-off side-mount 'plate | **ELECTRICS:** One-off loom by Peter Hope, converted circa 1920 gas light headlight, circa 1920 light as tail-light operated by micro-switch contained within brass handmade bullet | **PAINT:** Fiat 500A Xirallic metal-flake | **POWDERCOATING:** Frame, fork, carbs, cylinder barrel & primary casing by local company | **PLATING:** Nickel-plated wheel hubs, rear sprocket | **ENGINEERING:** Wheels by Central Wheel Components | **THANKS TO:** "Central Wheel Components (01675 462264 or www.central-wheel.co.uk); Bill Hanna, ex-senior engineer on nuclear submarines, for bespoke parts; and Peter Hope, ex-Rolls-Royce engineer, for expertise in making the whole thing actually go!"

ignored as no one'd seen a bike like his, or going to a local bike show only to find that (a) it was actually a Harley show and (b) at the end of the day his Triumph was awarded Best Bike in Show.

So, going back to the question of whether the 650 Bonnie motor is quick enough? Well, I'm guessing I don't really need to tell you lot, but I'll let Peter tell you: "With the frame it's in, it certainly is. A lap of the TT course showed the bike's ability admirably – its low centre of gravity and light weight made it fly round, and the only trouble was that the brakes left a lot to be desired, and still to this day continue to give me some scary moments!"

Since finishing the bike Peter says he had no immediate desire to start anything else... note that 'had'. Then, one day, looking in a magazine, he saw a picture of an American truck and the rest, as they say, is history. Hmm, something sounds a bit familiar here, doesn't it? A small picture stuck on his garage wall as a bit of a daydream turns into (yet another) obsession? I feel a bit of a theme here! 





THE REBIRTH OF COOL

BACK IN SEPTEMBER 2012 I'D JUST BOUGHT A '57 GMC STEP-SIDE TRUCK, WHEN I BUMPED INTO AN OLD FRIEND WHO TOLD ME HE'D BEEN TO LOOK AT A 45 CHOP ADVERTISED IN THE WINDOW OF AN ICE CREAM VAN ON THE EDGE OF MORECAMBE BAY. OF COURSE, WHERE ELSE DO YOU FIND THEM?

WORDS: **ADRIAN BACKHOUSE**

PICS: **GARRY STUART**



I'D

spent all my money on the truck so the time wasn't right for me although I was intrigued, but I forgot about the 45 and got on with getting to know the truck. Around Christmas the same guy came up and said: "That bike is still there!"

By this time the piggy bank'd been replenished a little so I showed a bit more interest, asking for contact details. When I got to the guy's house I was shown a rolling chassis, minus front wheel, and a couple of boxes of engine parts – the engine'd been completely dismantled right down to splitting of the crank. Now I can't always remember a name, but I rarely forget a bike and I'd seen the tank on this one before somewhere. I agreed to take the bike and it was delivered the following week, and in with the bits was a copy of *The Motor Cycle* with a full feature on the bike. The penny dropped – I'd seen the article a few years before. Reading through it, it became clear that the previous owner, Johnny Routledge, had spent a great deal of time and attention on it. This information proved invaluable when reassembling the motor.

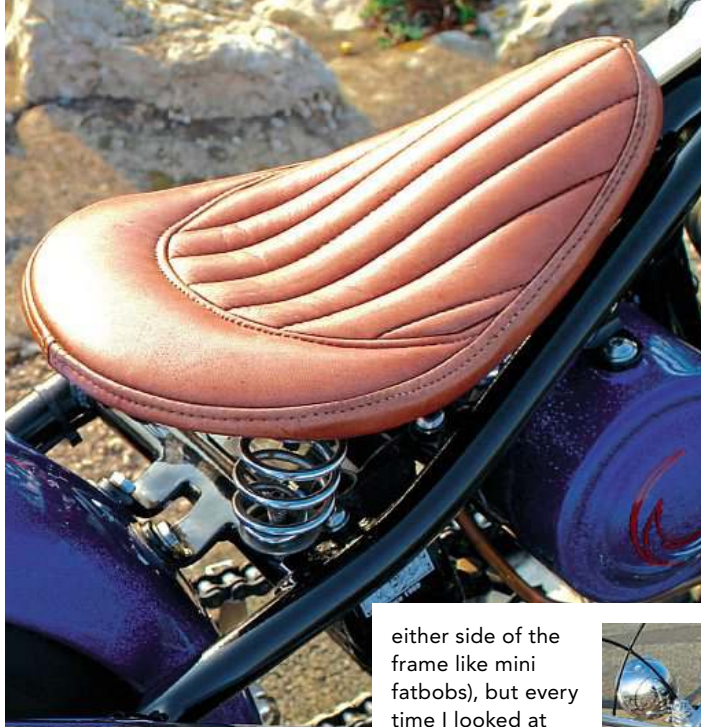
The guy who'd put me on to it, Brian White, had restored and owned 45s before so I went to see him and asked if he'd help me put it back together. In with the parts was a new set of conrods so we made a decision that it'd be best to buy a stock crankpin and a set of standard crank rollers, and go from there. There was no-one local that did cranks so we built it up ourselves and another mate, Ken Davis, and I trued it up on his lathe



using a couple of dial gauges. The rest of the build was straightforward, and the top end looked good so was assembled as was. There was a new 12v Cycle Electric Generator in with the parts so this was fitted along with a matching regulator that fits on the end, neatening that area up no end.

As the build was ongoing more of the bike's history came to light; it had previously been a long-forked high-framed chop that'd featured in magazines in the '90s and also appeared in a book





either side of the frame like mini fatbobs), but every time I looked at the Sportster tank that'd come with it, it looked so right that I decided to stick with it, albeit a narrowed version.

The build moved along nicely. I fitted a wider, longer rear mudguard, made a stainless sissy-bar with side-mounted light and plate, a new combined head-steady/speedo mount, a seat bracket, a coil mount, foot rests, and a rear brake pedal with Triumph logo rubber to pick up on the origin of the rear of the frame and gearbox. A replica Linkert-style bird deflector was obtained from the States and a suitable back plate was made from aluminium plate to mate it to the Amal (I also picked up a finned top for it which follows the ribbed theme nicely), and a belt drive fabricated by a guy who does machining/welding work to fund his classic racing. The seat was re-covered in brown leather from a seat cushion picked up in a charity shop.

The paint was applied by a local lad, Paul Burney, who'd painted my 'Glide, which is still holding up well after more than 15 years. It was his first go at metal-flake, and after burying it all in clear coat, it was sent to Simon at Nefarious to apply the red and white pin-striping.

It's been on the road several years now and has proved to be great fun. It's not the fastest, but at about 60 on a nice road with the pipes blaring in your ear and the belt whizzing round by your left foot, it's great. It's changed a bit over the years ('bars, sissy-bar, etc.) and has had a few dramas, but on the whole it's proved to be quite reliable, although like all old stuff it requires constant upkeep, but that's part of the fun. A couple of years ago I loaned it to a local clothes shop for a window display and when it was returned late November it was my wife Denise's suggestion that, while the fluids were out, it could sit in the back of the lounge till spring. I know they're for riding, but there's something about coming down the stairs in the morning and your bike's sitting there in all its glory! 🍻

by ex-BSH editor John 'Caz' Carrol and the same Garry Stuart who took these pics! I had a copy of the book on the shelf! As well as the engine work, Johnny'd redone the frame, bringing the headstock back to nearer stock dimensions as the resulting single downtube frame suits the small motor really well, keeping things nicely proportioned – something not always achieved when using a small motor. The long teles were swapped for a stock length repro springer finishing off the oh-so-right stance it has now.

During the rebuild process a few different tanks were tried; a Wassell peanut, a Bantam (with the intention of taking the middle section out and fitting the two halves

ENGINE: 1942 Harley-Davidson WLC, WR cam, 30mm Amal Concentric carb, repro cast alloy bird-deflector air-filter, balanced crank, Triumph three spring clutch with LP Williams aluminium pressure plate, one-off 40mm open belt primary, Triumph 4-speed gearbox, stainless headers with cocktail shaker mufflers, copper oil lines
FRAME: Modified Triumph single downtube rigid, 30 degrees (ish) rake, 6-8 inch rear stretch, one-off stainless forwards by owner with Triumph kick-start rubbers for footpegs, one-off stainless head-steady speedo mount | **FRONT END:** 21" Avon Speedmaster tyre, repro TLS Big Twin brake on star hub, repro Big Twin stock length springs, Boneshaker Choppers Pander 'bars, 1" Triumph ball-ended levers, Flyrite barrel grips | **REAR END:** One-off stainless sissy-bar with side-mount 'plate'/light, Triumph half width hub, one-off stainless torque arm | **BODYWORK:** Narrowed Sportster tank by Boneshaker Choppers, seat recovered in brown leather, 6" Wassell-style ribbed rear mudguard, aftermarket oil tank, unknown battery box | **ELECTRICS:** Minima loom, mini Bates headlight, Bates-style tail-light | **PAINT:** Blue metal-flake with red & white pinstripes by Paul Burney, striping by Nefarious (07778 764866 or www.pinstriping.co.uk) | **POLISHING:** Owner | **ENGINEERING:** Bike rebuilt, all brackets in stainless by owner | **THANKS TO:** "Brian White for putting me on to it in the first place & helping put the motor back together; Dave Woods, Ken Davis and Paul Satterthwaite for lots of help, assistance & encouragement; & last but by no means least my wife Denise, who's into it as much as me!"



MOONEYES YOKOHAMA CUSTOM SHOW

WORDS & PICS: SHOVEL PHIL

HELD ANNUALLY AT THE BEGINNING OF DECEMBER, THIS PRESTIGIOUS SHOW WAS IN ITS 27TH YEAR, AND IS ONE OF THE MOST HIGHLY ANTICIPATED CUSTOM SHOWS WORLDWIDE. IT ATTRACTS VISITORS AND EXHIBITORS FROM ALL OVER THE WORLD, AND THE STANDARD OF THE VEHICLES IS EXTREMELY HIGH.





Unlike a lot of other major shows there are no manufacturers' stands, no

halls of leather jackets and helmets, just a lot of top quality custom bikes and cars, cool trade stands, a pin-striping village, live rock 'n' roll bands, and a pin-up girl contest! Pure custom all the way!

The show is growing in attendance each year, and around 18,000 visitors came through the gate this year, of which roughly 10% were foreigners (like us!). This may not sound overly high, but bear in mind it's a one-day-only show (doors open at 8am and close at 5pm) on a Sunday! The number of foreign visitors is increasing, but very few are from Europe, maybe because of the cost and geography. This was our second visit to the show, and we noticed a lot more Australians this year, as well as Americans, and we also met people from the Philippines, Indonesia and Malaysia (all of which seem to have thriving custom scenes), but only one other couple from the UK!

The Japanese have a fixation/fascination with Americana and British bike culture (1950s and '60s), and this is reflected in the styles of bikes and the trade stands where you could buy anything from a vintage gas pump to new model Hot Wheels cars (and everything

in between!). There were rockabilly barbers, ladies' hairdressing stalls, make-up artists, custom jewellery stands, pin-stripers, artists etc. – you name it, if it was custom it was there.

The quality of machinery on display at the show is second to none. It's a mixture of cars and bikes with most marques represented, and for the bikes the emphasis is on Harley-Davidson for sure, but older British bikes are well represented, as well as Japanese and Italian classics – the Best Bike trophy went to a BMW flat-twin. Cars are predominantly older American, although older air-cooled VWs were plentiful. Local bike custom shops were showcasing their latest builds so there was great stuff from the likes of Bratstyle, Cherries Company, Cosmic Chopper City, Sams Shop, Katies Customs etc. A lot of people asked me what my own choice would have been, and it would've been tricky as I really liked the Honda CBX cafe racer by Bear's Factory, but my choice would've been the Frisco-styled Twin Cam softail by Cosmic Chopper City. My favourite car was a slammed and chopped pick-up with patina'd iron crosses and a huge blower taller than the



roof by Corsairs CC, but to be fair they were all outstanding!

A lot of people tell me it's on their bucket list of things to do, but at the risk of sounding pessimistic tomorrow is never guaranteed so I'd suggest that you do it as soon as you can! If you're into customs (cars and bikes) you won't regret it. Yes, it's expensive, yes, it's a long way to go and, yes, the jetlag is horrible, but the show makes it all worthwhile – the atmosphere is fantastic, the bikes and cars exemplary, and the people friendly and polite. We've made great friends there from all over the world, and you can turn it into a wicked holiday too. We'll be back for 2020! 🍷

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Proper Communist bridge!



LEFT: A much-needed pivo on the bay at Karin on the day we arrived. That's Rod on the right, by the way.

ABOVE: Croatian car repair services are a little lacking...

RIGHT: That's a big bug – you wouldn't want that hitting you in the fizzog, would you?



Waterfalls at Zrmanja –
tourist-free bliss



ABOVE LEFT: Karlovačko –
not pivo, okay?

ABOVE: Unicorn ice-cream!
Whether it was actually unicorn-
flavoured or not, I'm not sure...

CRUISING TO CROATIA³

TO RECAP, AS IT'S BEEN AN ISSUE OR TWO SINCE THE LAST EPISODE: MESELF AND THE GOOD LADY'VE BORROWED A COUPLE OF BIKES, AN XSR700 AND AN XV950R, AND RIDDEN THEM ALL THE WAY ACROSS EUROPE TO CROATIA TO STAY WITH A COUPLE OF FRIENDS FROM THE UK WHO'VE MOVED OVER THERE.

WORDS: NIK

PICS: NIK & PAM



Rod and Cheryl moved to Croatia two years ago almost exactly. Because he'd been going there for 10-plus years and loves it, they decided seven years ago that they'd retire there when he turned 50, rather than working like dogs in the UK for the rest of their lives, then scraping by on a UK pension. Bikes also played a large part in their decision; better weather, access to all of Europe (Rod loves his extreme winter rallying), and lots of lovely (and warm!) places to ride to. They plumped for a place called Gornji Karin, near Zadar in central Dalmatia (yep, where the spotty dogs come from), a few hours south of the Italian/Slovenian border. It's not really a tourist place, although it does get an influx of summer visitors, but it's reasonably close to an airport (Zadar) so that Cheryl can fly back and forth to the UK and further afield as and when she needs to. Also, because it's inhabited all year round

it doesn't completely close down in the winter, and so shops, bars and restaurants're open all year. It's also by the sea, and who doesn't want to live near the sea? Especially when it's the warm, calm and blue Adriatic?

Croatia, officially the Republic of Croatia, in case you don't know, is at the crossroads of central and south-eastern Europe, and borders Slovenia, Hungary, Serbia, Bosnia and Herzegovina, and Montenegro, and shares a maritime border with Italy. It was, for a long time, part of Yugoslavia, but declared its independence on June 25, 1991, and was almost immediately thrown into a terrible and vicious war with Serbia as various Serb paramilitary groups attacked Croats in lands claimed by Serbia. The war eventually ended in 1995 after intervention from the United Nations. More than 200,000 Serbs fled the country and their lands were



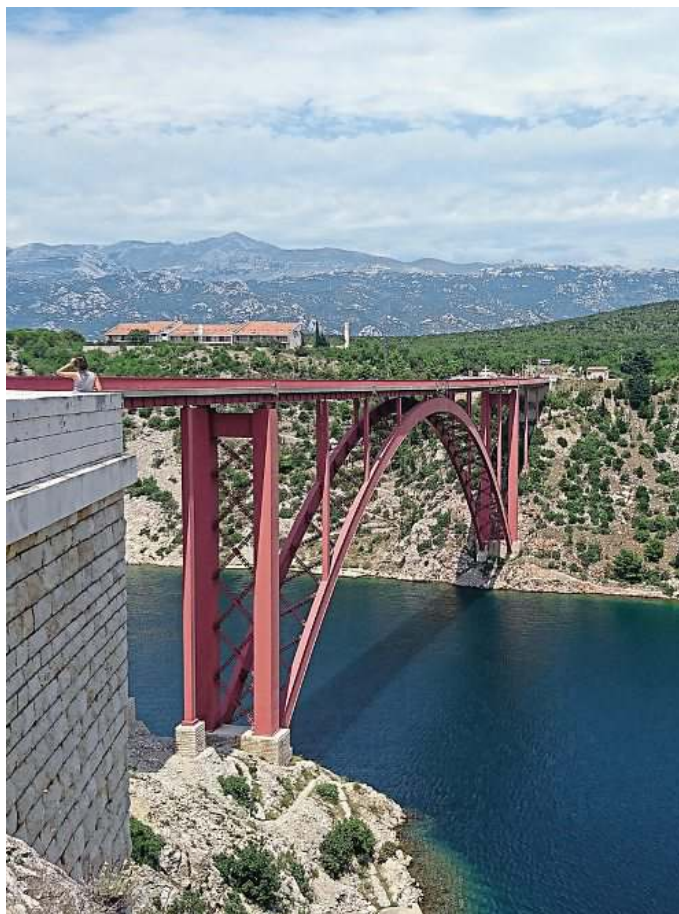
YAMAHA



subsequently settled by Croat refugees from Bosnia and Herzegovina. The country still bears the scars all these years later if you know where to look, and are quite a sobering sight when you see them in the middle of a pleasant holiday, I can tell you.

Anyway, after the sheer bliss of the E65 coast road (the road that sat-navs forgot!), we'd made our way to Gornji Karin, more commonly known locally as Karin, along some wonderfully quiet and scenic roads (even though the sat-nav did try and take us through a field at one point), and upon arrival at their place were informed of the most important thing we needed to know; the Croatian word for beer is 'pivo', but you need to ask for particular brands by name to actually get one. Got that? Just saying 'pivo' is a little like going into an English pub and just asking for 'beer' – they'll just look at you oddly and ask you what sort you want.

We were due to stay for five or six days before heading back, and so the first outing a couple of days or so later, after Pam'd recovered from her longest ride ever, was the very, very scenic hamlet of Zrmanja – a stunning little village with a single solitary



TOP: Err, no, tal

ABOVE: See why?

TOP RIGHT: Popular with bikers though!

LEFT: It's my plank and I'm taking it with me!

bar-cum-restaurant and a series of low, but still stunning waterfalls. It's a wonderfully quiet place with very few tourists even in the height of summer, and a beautiful spot to just hang out and sip a cold one while listening to the burble of the falls. From there we rode on to the Maslenica bridge, which spans the river Zrmanja at the end of Novigrad Bay where it enters the actual sea; a 55m (180ft) high deck arch bridge that's a very popular stop for bikers (as seen by the number of club stickers on the local coffee bar windows), and famous as a place where the utterly barking mad can go bungee-jumping (funnily enough,





ABOVE: Most of Croatia's roads are like this – perfect, sunny and empty

RIGHT: Roman column in Zadar

BELOW: Vinjerac – bit more scenic than the north Norfolk coast, eh?



Sunset over Karin bay



LEFT: Rod's sidecar outfit

ABOVE: And with Pam in the chair...

we didn't). It is, again, rather spectacular – bloody high, and very picturesque.

Final stops that day were the pleasant seaside town of Vinjerac, where Rod and Cheryl nearly bought a pile of stones which might've been a house one day, but realised they were too lazy (or sensible), and the port of Novigrad where, sitting outside an ice-cream parlour (look, we were on holiday, okay?), we watched a lady try repeatedly to balance a boat's gang-plank on a small scooter... no, we have no idea why either, but it was very amusing.

The next few days were spent bumming round Karin, drinking far too much pivo, and trying desperately to avoid the local fire-water which all bar owners insist you have, but never touch themselves. Bastards. The last trip of the week was to the city of Zadar, actually the oldest continuously inhabited Croatian city. Pam'd decided she'd rather go pillion that day, so I suggested she hopped into Rod's sidecar – he used to run

Ancient and modern, side-by-side



ABOVE: Nik (with hangover) and Rod working out a way back

BELOW: Croatian matt black pigeon!



Compulsory comedy snack bar shot



LEFT: State-of-the-art Croatian trike!

ABOVE: Reminder of the Serbo-Croatian war – bullet holes in old buildings...

BELOW: ACAB and Money Over Bitches? Are we sure this is Croatia and not Clapham?



and time just slips away from you as you wander its historic streets. We lost hours wandering round, including a stop at the city's famous sea organ where waves are filtered through a series of pipes and tubes to produce a series of almost unearthly sounds (or a whole pod of narwhals are hard at it below the pavement...) – quite amazing.

Then, all too soon it was over – it was time for Pam and I to load up our respective Yamahas and begin the long haul back to Blighty. Rod and I'd worked out an interesting route back to the Italian border as we planned to take in Venice and the Stelvio Pass on the way back, and once the bikes were packed and ready to go, we set off after a slightly tearful farewell. Huge thanks to both Rod and Cheryl for their incredible hospitality – we'll definitely be back one day! 🇮🇹

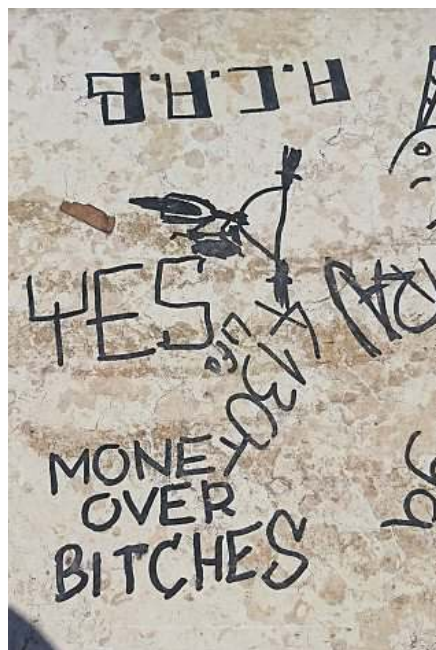
NEXT ISSUE:
VENICE AND
THE INCREDIBLE
STELVIO PASS!



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PROJECT

JUST LIKE BLOODRUNNERS JACK'S... KATANA, PART 7

WORDS: **NIK**

PICS: **PHWF**

THERE ARE CERTAIN RULES TO BIKE BUILDING; CERTAIN THINGS YOU DO IN A PARTICULAR ORDER TO GET THINGS DONE LOGICALLY AS YOU GO ALONG. MIND YOU, AS WITH ALL RULES, THERE'RE ALWAYS WAYS TO BREAK THEM...



Doesn't look too bad from a distance, does it?



All the panels ready to be prepped



Prepped ready for paint



Fairing pre-prep

One of the accepted rules of custom bike building is that you do the paint and finishes (which are kinda self-explanatory by their very name) towards the end of a build because, at that point, all the fabrication work's been done and nothing else needs cutting off or welding on. This is a basic and almost unbreakable rule, accepted by everyone, but we here at *BSH* aren't bound by rules, and snigger and point at the accepted ways of doing things, so we've decided that, way before the rest of the

Project Katana is done, we'd better have a look at the bodywork of the old Katana and also, by extension, the paint that was going to go on it.

Y'see, because the whole point of the build is that the Katana still looks like a Katana when it's done, albeit one with monster wheels, no forks and a chuffin' great supercharger hanging off the side, the things that make it a Katana (basically, the bodywork) need to be retained – they can't just be replaced with aftermarket custom parts like they usually are on a conventional custom

build. And, as the base bike is more than 30 years old and hasn't had the easiest life, that means that just a quick blow over with an aerosol wasn't going to cut it – no, it was going to need a fair amount of remedial surgery to get it back into good working order.

The first job was always going to be the removal of the layers and layers of old paint, but even this wasn't as easy as it might sound. Somewhere in its history some form of obscure and bloody solid paint'd been used upon it, and this meant that it wasn't going to be just a



First aborted sanding attempt...



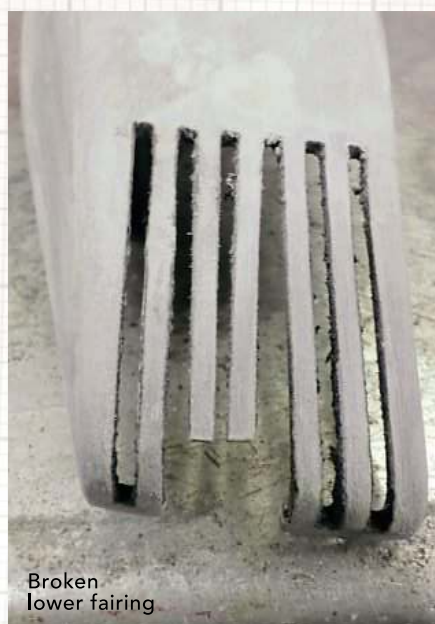
Repaired rear mounts



After the hot-air gun'd done its work



All filled, smoothed and primed!



Broken lower fairing



Repairing with fibreglass

case of a quick scuff over with the wet 'n' dry to knock the taller bits off. No, this was a full-on, big time job involving a scraper, a hot air gun, and a lot of elbow grease, and the whole lot was going to have to go back to its bare metal/plastic, and then be filled smooth, re-based up, and then the main colour chosen and applied. Sorry chaps, didn't know it was that bad, honest...

The first thing to be tackled by Luke was the fuel tank. The Katana's tank, you see, is part of its iconic look, and so needed to be stripped, cleaned and

repaired. Interestingly, because the front of the tank is hidden by that famous fairing, it's quite amazingly badly made as standard – both the front edges aren't remotely symmetrical to each other (the phrase 'pissed as a hand-cart' springs to mind) – but that doesn't really matter in the grand scheme of things as, when it's all assembled, it all fits together neatly enough. The same, though, couldn't be said about the actual make-up of the tank itself; over the years the mounting brackets at the rear, where it bolts to the sub-frame, had been damaged and so

needed cutting off, re-manufacturing, and welding back on. The underside also needed some attention as the dreaded rust'd got into it; parts of it just needed treating with that rust-converter stuff that turns rust into metal, but some parts needed completely cutting out and replacing with new steel. It also had a small dent or two that needed filling to get it all uniform.

Moving on to the fairing, that needed a fair amount of work too; the apertures for the indicators needed to be filled in and smoothed as they weren't needed,

and the lowers, as they're called, had definitely seen better days, and were cracked and split with damage to the slotted areas that would definitely need a bit of looking-at. We could've just bought new ones, as most of the parts're still available from either Fowlers of Bristol

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(0117 977 0466 or www.fowlers.co.uk) or Low Pressure Mouldings in Coventry (07960 398049 or www.lpmreplicaparts.com), but Luke decided to repair the ones we had – re-fibreglassing them back to their original shape, and then re-cutting the slots back in so that they look just right. Their mounting bracket, on the other hand, was pretty much shot, and needed quite a lot of re-working – quite a lot indeed!

The side-panels just needed a little repair to their mounts, and modifying so that the two switches on the LHS can

be used to operate the air-ride system. Similarly the tailpiece just needed the blanks for the reflectors filling in, and any cracks or chips filling to get just so.

That just leaves us with the question of colour, doesn't it? This is where we get into a bit of a dilemma because both Luke and I have very different feelings on it. I, you see, kinda want it bright gloss white (with satin-black metalwork) cos I've seen a few US streetfighters done in white (and black) and think it looks really striking. Luke, on the other hand, thinks another colour (almost any

other colour!) is preferable. As Paul'd carbon-wrapped the Kat screen, we did think about carbon-wrapping the whole bike, but the problem'd be getting the wrap around the tight curves of the Kat fairing without it wrinkling or bubbling so, for the moment, it's remaining white (it had to be painted, you see, to get the wrap to stick properly). Whether it remains that though... ☹

NEXT ISSUE: THE FRONT END GETS RE-WORKED SO THAT IT WORKS PROPERLY!

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TECH #10 BITS AND BOBS

WORDS & PICS: MR. BRIDGES

BETWEEN ONE THING AND ANOTHER, TO THE UNTRAINED EYE THERE DOESN'T SEEM TO HAVE BEEN A LOT OF CG125-RELATED PROGRESS, BUT BEHIND THE SCENES IT'S BEEN A FLURRY OF ACTIVITY, ALTHOUGH MOSTLY A FLURRY OF ACTIVITY BASED ON FINDING BITS I NEED RATHER THAN ACTUALLY DOING ANYTHING PRACTICAL.



There are a few things I keep saying about starting a project, two of which are: start with a whole running motorcycle, and stick to your plan – both of which I've blatantly ignored with the CG125. To start with it wasn't a runner when I got it, and that doesn't mean it had a few minor issues – it means it was more than slightly exploded. In fact, the head had come clean off one of the valves, and ricocheted around inside the combustion chamber

(Fig.1) successfully battering a hole through the piston (Fig.2), and leaving the cylinder head only ever likely to be useful as a somewhat inefficient doorstop. A cylinder head and a piston wouldn't be too much money though, would it? Maybe not, but a closer look revealed that the head of the valve had also battered the barrel to the point where it could need a re-bore to be usable, and slightly less obviously I'm almost certain that, in the process of hammering a hole through the piston,

the connecting rod has bent too.

To add insult to injury, I initially bought it because I needed a camshaft for another CG125, and didn't want to wait for one to arrive from China, so it doesn't have a camshaft or any camshaft followers. I was hoping to find a Chinese CG125 clone that had stopped working, (which they seem to do fairly regularly) and just make that go again. When one failed to emerge for reasonable money, I started browsing around on eBay and realised



that I could probably just buy the bits I needed brand new. So far I've rounded up a gasket set, a second-hand cylinder head and barrel, a new camshaft, new camshaft followers, and an oil pump (Fig.3). I still need a piston and a conrod, but it's starting to look like I'm going to be better off buying a whole crankshaft as those usually come with the crankshaft main bearings too.

I've quite manfully avoided the temptation to go for a 150cc barrel and piston kit so far. While it would

go a little bit better, the idea that no one would know is let down by the fact that the letters "150cm3" are cast into all the barrels I've seen, and I think it's likely to sell better as a learner-legal 125.

The other thing I bought was a workshop manual for it in PDF format which is loaded on to my workshop tablet (Fig.4), which is something I find increasingly convenient, not least because I can zoom the text to a size where I can read it without glasses.

As you can see, the CG125 clearly wasn't anywhere near being a running motorcycle when I started on it, and flying in the face of more sound advice, I'm not doing too well at sticking to the original plan. I've already mentioned that I painted the tank black and laid out a few graphic schemes on it in fine lining tape. Well, in among all that browsing around on the internet I found some stick-on Honda tank badges with the older winged emblem, so out came the tape again and I'm a lot happier



with the way that looks (Fig.5). The black bit won't be black, but something a bit brighter and vintage Honda-looking. It just needs some rubber knee pads to finish it off which, if I can't find some, I might have to look at making or at least inveigling someone else to make for me.

The other area where the original plan has taken a bit of a beating is the wheels. Part of the original plan was to do this as cheaply as possible, and since the wheels were somewhat past their

lengths you need (Fig.7), and while that's not inordinately expensive at around £1 a spoke, it's around three times the price of the zinc-plated ones, although it has just occurred to me as I write this that shiny new rims might be cheaper than refinishing the old ones as long as I can track down the sizes I want.

Usually, whenever I think about making a gimmick for the workshop, it turns out that it's cheaper to buy one off eBay than buy the material to make it, however it seems it's very much worth making your

prime (Fig.6), I decided to just have them powdercoated black... except the rear wheel is an 18" and ideally I wanted a 17" one. As luck would have it, Martin at MR Motorcycles had just restored a CB125 and rebuilt the wheels with new rims and spokes, and still had the rusty 17" rear rim. Since the CB and CG share the same rear wheel hub, I thought I'd break the wheels down, have the hubs and the rims powdercoated, and rebuild them with new spokes, because you can get zinc-plated steel spoke kits for CG125s. The trouble there is that you can also buy stainless steel spokes in the right size once you've worked out the

own wheel truing stand. As well as all that lot, there's the battery to consider – there's a temptation to go for a lithium ion battery because that's what everyone uses these days so I spent quite a lot of time looking at them. The advantages of lithium ion batteries are low weight and better starting performance because the power output doesn't tail off like a conventional lead acid battery, but it stays higher for longer before dropping off rather sharply. Price used to be a big consideration, but the cost difference is diminishing rapidly, but in the end, it's a CG125 and it hasn't got an electric start so it seems fairly obvious that you'd gain more performance from bolting in a CB125 engine than you would by fitting a lithium ion battery, and no matter how good that battery's cold start performance was, it's not going to affect the kick-start and self-generating ignition set-up.

So my current choice, if you'll forgive the pun, is an AGM factory-sealed battery. AGM stands for Absorbent Glass Mat and is basically the good old lead acid battery with the lead wrapped in glass cloth and then soaked in the acid. Normally they come sealed from the factory, and aren't fussy about which way round they go, and there are one or two candidates that I might be able to stuff up inside the frame, so it looks like there might be some CG125-related fabrication on the horizon, even if it just involves cereal packets, Sellotape and scissors to make some dummy batteries to see what might fit where. 

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TECH MR BRIDGES' VOL.III PART XIV MOTORCYCLE DIARIES

LATELY I SEEM TO'VE BEEN DOING A LOT OF TAKING THINGS APART AND PUTTING THEM BACK TOGETHER PROPERLY. I THINK IF YOU MESS ABOUT WITH MOTORCYCLES, THEN THERE ARE BASICALLY TWO STAGES YOU GO THROUGH; THE INITIAL YOUTHFUL JOYOUS ENTHUSIASM FOR SCRAPED KNUCKLES, AND OIL UNDER THE FINGERNAILS, WHERE THINGS GET PUT TOGETHER INCORRECTLY BECAUSE OF THE LACK OF EXPERIENCE AND THE PRESS ON, ENTHUSIASTIC ATTITUDE TO IT ALL.



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WORDS & PICS: MR. BRIDGES

The second stage is where you're older, wiser, have better tools and, at least, some idea of how to use them, and things get put together incorrectly because you can't remember exactly how they came apart. The obvious thing to do is to get hold of a manual or two; a Haynes one is always useful, and although they're usually very expensive to buy, the manufacturer's workshop manual is useful too. For older machinery, it seems that a lot of manufacturers aren't too fussed about the copyright on workshop manuals, and you can often find them as a download

on the internet. What's slightly less obvious is the parts book, which will almost always have exploded diagrams which are very helpful when trying to work out whether or not you have all the bits you ought to have, and will occasionally contain useful information such as "R/H spacer 1.375" 1off".

This was exactly the kind of thing that I was hoping to find when I downloaded a copy of the Triumph factory parts book for the T140, but the drawing isn't particularly clear, and there's no mention of dimensions so I ended up measuring gaps and machining some from steel,

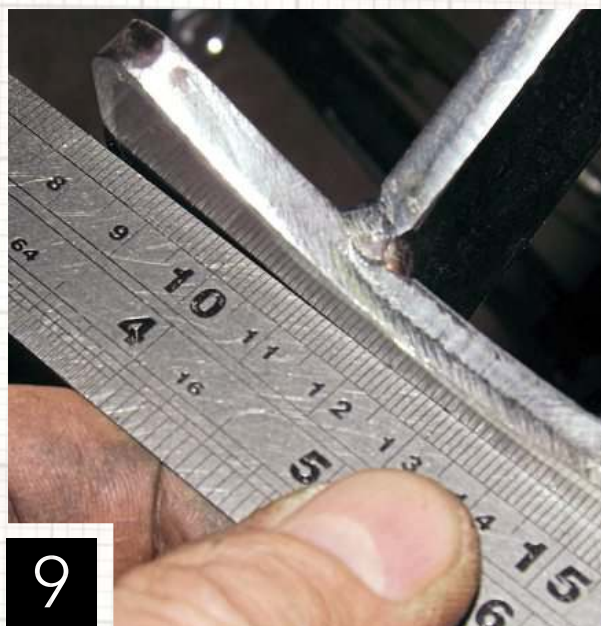
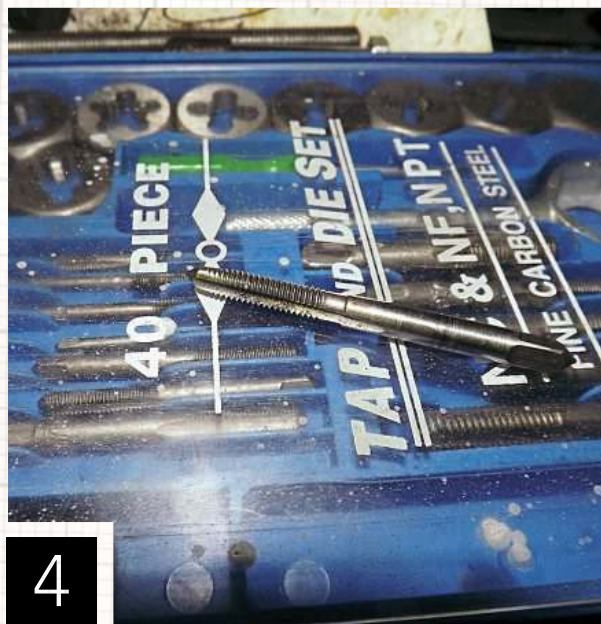


because I have this idea that it might vibrate less with the engine bolted in properly.

I'm at a loss to explain why someone felt it necessary to chop the end off one of the spacers (Fig.1) with an angle grinder as, if it came from there, it ought to fit back there? The black finish on the ones I made (Fig.2) was achieved

out my £10 tap and die set. As a set this is utter rubbish, although it might cut threads in plastic. Most of the taps I have are taper taps (Fig.4), which are great for tapping through holes, but not so good for tapping blind holes, especially ones this shallow. The M6x1.0mm tap from the rubbish set, however, has no discernible taper at all, which meant it would chase

reason for mentioning it is that last time I was wittering on about rust prevention, and as I was cutting the seat rails off the CX, there were chunks of rust falling from somewhere inside the tube (Fig.6). Since they were falling out of the bit I was cutting off, it's not a cause for concern but it does make the point that frames do corrode from the inside



by heating them to a dull red, and quenching in oil, the theory being that the black oxide coating is slightly porous and will hold oil, keeping corrosion at bay, and since the hardness of the spacers isn't critical, it seemed a better idea than painting them.

Talking of Triumphs and useful things to have, I'm swapping the fuel tanks on a 900 Tiger because the metal inserts in the plastic tank aren't all inserted any more, and the fuel tends to fall out of the bottom of it (Fig.3). The replacement one has been painted to match, including the threads of the inserts, so I dragged

all of the paint from the threads all the way to the bottom (Fig.5). I've also used taps and dies from this set to clean up damaged threads, and since the set contains some of the harder-to-find fine threads that crop up occasionally, it's been ten quid well spent, I feel... although if you bought it and expected to cut threads in steel with it I think you'd be bitterly disappointed.

The other thing of note I've done is cut a CX500 in half, although with the intention of mono-shocking it rather than making it fit in the boot of the car for a trip to the scrap-yard. Part of the

out, and it might be worth investing in an endoscope camera for the phone. This particular monoshock conversion was apparently made in America, but doesn't appear to be the one that I found when I Googled it, although it is quite similar. The bits that came with the Honda were a bracket to weld to the swinging arm, a bracket to attach to the frame, and a seat. Whether that was all that came in the kit or not, I've no idea. The CX sat nicely on one of the small lifts, and I set it up so that the forks were just topping out and it was sitting level, the idea being that both the front

and rear suspension should 'sag' to a normal ride height once everything was done. The snag there was that I didn't have an actual suspension unit, just the dimensions for it – 290mm between centres. With the carburettors out of the way and some rag in the inlet ports, I cut the seat rails off (Fig.7) with a cutting

disc, and popped the lower bracket in place. At this point it rocked around due to the distortion from when the bracket was welded together (Fig.9), and I wasn't happy about that, so I took it over to the vice and adjusted it with a hammer (Fig.10) until it actually sat on

the spine of the frame, and make up some crush tubes so the bracket can bolt on. After I'd found a couple of pieces of 5mm steel to use as shims between the frame and the bracket, I used those and the strut I'd made to position the bracket so I could measure it and check it visually. Once



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disc on the angle-grinder, chopping them close to the pressed steel swinging arm/engine mount gussets at the bottom, and as close as I could get to the spine of the frame at the top without cutting the spine.

That left some cleaning up to do so I cut part-way through the welds with the angle-grinder, and then peeled off the excess material with a cold chisel and a hammer (Fig.8). Taking a bit of box section that I'd dug up, I drilled some 12mm holes in it that were 290mm apart to make a strut that would substitute for the shock absorber. I cleaned the top

of the swinging arm. With the bracket back on the swinging arm, I put a 12mm stud through it, and measured from its ends to the frame (Fig.11) which showed that the holes weren't square to the bracket.

In the end I tacked one corner in place and tapped the bracket around until the 12mm stud was parallel to the frame before adding tacks at the other three corners and, finally, welding down both sides. That let me bolt the strut to the seat bracket and get it located against the frame (Fig.12). Since the seat bracket is 10mm wider than the spine of the frame, I needed to drill some holes in

I was happy with that, I used a 10mm drill bit in the holes on the bracket to spot the frame for drilling (Fig.13). With the bracket out of the way, I piloted the holes with a 6mm bit, then used an 8mm bit and finally a 10mm to minimise the chances of the hole wandering while I was drilling it. Using the 5mm shims and a bit of 10mm threaded rod, I temporarily bolted the seat on (Fig.14) while I have a think about the best way to do the crush-tubes to weld into the frame before cleaning it all up and tidying the cuts up with some caps. 🛠️

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GOOD NEWS (IN THE MAIN)...

THE WORLD OF POLITICS HASN'T SO MUCH BEEN TURNED ON ITS HEAD, BUT RATHER CAUGHT UP IN SOME SORT OF CHAOTIC WEATHER FRONT, SIMILAR TO A WHIRLWIND, WITH POLITICIANS LEAVING THEIR PARTIES, BUT STAYING IN POST. AT TIME OF WRITING, BREXIT REMAINS UNSORTED, AND ALL THE NORMAL POLITICAL PROBLEMS ARE NOT EVEN TURNING UP ON THE POLITICAL AGENDA. THE WHOLE THING'S AN ODDITY INDEED.



Amid the continued confusion of 'to Brexit or not to Brexit', MAG remains focused on the goal of protecting riders' rights. In particular, we're focused on ensuring we're not all going to be charged astronomical fees simply for riding on the streets. Yes, that's right. Clean Air Zones (CAZs) are not going away. This realisation seems to be hitting home with more and more people. We're no longer a voice in the wilderness. Other groups are becoming aware of and realising the injustice of this latest tax on motorists. On the very first day of March I saw, for the first time, that the issue was making national news.

This is a crisis of injustice. MAG is collaborating with other groups that share our concerns. We're freely sharing the knowledge we've gained over the many, many years we've been fighting on behalf of riders against the charging proposals. Together with those other groups we can make a data-based attack on the rubbish the CAZ fanatics are promoting.

In that context, we've been frustrated in our efforts to make progress with Transport for London (TfL) following assurances of cooperation from London Mayor, Sadiq Khan, when we met him at the end of last year. As I write this article, a letter is on its way to the Mayor, requesting a delay to the 8th April 2019 implementation date for charging bikes. Many promises were made by the Mayor and TfL but, so far, the promised actions have not occurred.

Anyway, on to better news. Many thanks if you stopped by the MAG stand at the London Motorcycle Show at ExCeL. Our MAG team say many of you had very strong words to share on the Mayor's plans for London. It's good to hear you're following and supporting our work. At least we're working together to make the case for biking. That's encouraging and we can really make this campaign a team effort to reach much further than motorcycling alone.

Reports are now coming in that call into question much of the media's backing for draconian measures to 'clean' our air. We know the headlines fed to the public don't tell the true story on pollution and air cleaning initiatives, but many media outlets are being slow to pick up on these alternative and more sensible views. However, we expect to see them make their way into the mainstream arena over the coming months – we're continuing our dialogue with the United Nations (UN), as mentioned in my previous article. Quite by chance, Lembit (director of communications and public affairs) bumped into a representative of Client Earth, with whom we have been trying to engage for many months, and this chance meeting may lead to further dialogue with them. I'll be sure to let you know if that happens. Colin (campaigns and political engagement director) remains very busy investigating each new mention of CAZ across the country and keeping our CAZ document up to date.

However, it's not all London-based. Colin's also putting in a lot of work with Steve Wykes, our regional representative for Scotland. They're developing a document in support of bikes as a way to cut emissions. Logically, that requires an exemption from any planned charging zones for the whole of Scotland.

Thursday, 2nd May sees local elections take place across the UK, plus a number of mayoral seats. Why not ask your candidates their

views on biking and the current trend of charging to create CAZ? If you do ask, we'd be very interested to hear about your experience. Email me at chair@mag-uk.org

Meanwhile you may have seen a story on how all vehicles will carry speed restrictors by 2020. This is another not-quite-true assessment which, you will be pleased to hear, was soon corrected by those 'breaking the story'. While the boffins continue to work on how to control our vehicles so we don't have to (so nice of them) no system is currently on the table or has an implementation date for bikes. We keep a very close eye on these things, and as soon as we saw the online news article we were on it. The publisher also picked up quickly on the error and amended their published article.

On the topic of motorcycle crime, the recent warm spell seems to have prompted an increase in bikes being stolen. It's that vicious circle where, following a period of funding to tackle the issue which resulted in the apprehension of individuals responsible, there was then a fall in the crime rate, so they cut the funding and we then saw crime increase again.

MAG continues to demand that motorcycle theft is taken seriously and is accurately recorded, and we continue to offer a reward via our theft awareness campaign for information leading to a successful prosecution of bike crime perpetrators. Local members across the country, most recently in Kent and Yorkshire, have been successful in getting their councils to install secure motorcycle parking, which can be an effective deterrent to would-be thieves. If you'd like any help on how to do this with your council, do get in touch.

For those of you that enjoy the rally scene, we've many great events lined up for 2019. Whether you're looking for a small event or a large one, come to a MAG rally. You're guaranteed a good time, while supporting the fight for your right to ride free. Visit our website (www.mag-uk.org/en/eventslist) or find us on Facebook for details.



Big Brother is still coming for us. That's why MAG remains as important today as it was when we first formed in 1973. Does £27 a year really sound such a big price to pay for your freedom and all the work we do to support riders? Join now online at www.mag-uk.org or call the office during normal office hours on 01926 844064. Your support makes a huge difference.

Until next time, ride free

SELINA LAVENDER

Chair, Motorcycle Action Group (MAG)

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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 –
26-28th APRIL
www.buminthemud.co.uk

2 BMAD BIKE FESTIVAL
PAIGNTON, DEVON –
3-5th MAY
www.bmad.co.uk

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

"THE FIRST BIGGIE OF THE YEAR"
15TH BIRTHDAY
BUM IN THE MUD
26th - 28th April 2019
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Huge Bike/Trike (all classes) Show
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PIGLET: 07708 419987
WWW.BUMINTHEMUD.CO.UK
FACBOOK.COM/BTM MUDDYBUMCLUBLIVE.CO.UK

ROUND 2

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This is an international event that attracts tens of 1000's
Fri 3rd May 6pm - 11pm (£5) it's an extra £5 per person
Sat 4th May 10am - 11pm (£5) a day to watch the main
Sun 5th May 10am - 7pm (£5) acts on Sat. from 6.00pm
and Sun. from 4.00pm
Weekend pass (£20) includes German food
WWW.BMAD.CO.UK
(Bikers Make A Difference)

ROUND 3

YOU'VE BEEN NABBED
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28th ANNIVERSARY
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Pickmere Lane, Tabley, Knutsford,
Cheshire, WA16 0JE. (junc 19 M6)
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Unit 20, The Bridgewater Centre,
Robson Avenue, Urmston,
Manchester, M41 7TE.
T: 0844 415 4849 OR
office@thenabd.org.uk
www.nabd.org.uk



ROUND 4

THE MOTORCYCLE ACTION GROUP YORKSHIRE PRESENTS:

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ROUND 5

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DIAMOND DAY

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2019



AT THE ACE CAFE, NORTH
CIRCULAR ROAD, LONDON

ROUND 6

ROCK & BLUES CUSTOM SHOW

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HANK HANCOCK TRIKE DESIGN



WHO ARE YOU AND WHAT DO YOU DO?

I'M HANK, AND I'VE BEEN ON THE BIKE SCENE FOR LONGER THAN I CARE TO REMEMBER. I OPENED HANK'S CHOP SHOP IN 1980 – CHOP SHOPS IN THE COUNTRY WERE SO RARE PEOPLE'D TRAVEL FROM ABROAD TO HAVE ROBIN HARDTAIL THEIR FRAMES – AFTER ALREADY BUILDING CUSTOM BIKES FROM HOME.

I'VE WORKED WITH ROBIN FOR THE LAST 42 YEARS, BUILDING CUSTOM-BUILT TRIKES, OR ANYTHING, AND FOR THE LAST 16 YEARS WE HAVE SPECIALISED IN THIS FIELD, TRADING AS TRIKE DESIGN LTD. WE DON'T JUST BUILD TRIKES; WE CATER FOR ANY CUSTOM WORK, BUILDING CUSTOM BIKES, SERVICING, REPAIRS, AND MOTS FOR BOTH BIKES AND TRIKES.

Tell me about Trike Design? Who works there?

Robin and I turned professional at this around 1980, after meeting in 1977 when I had my first trike, and needed an exhaust system, and he was the man to sort it out, and we've been working together ever since. Along with Robin, in the workshop is Paul, who is our mechanic. He's a talented fabricator after being mentored by Robin since he started with us 13 years ago. Nick is our junior mechanic, learning the trade as Paul did, but this time from both Robin and Paul, and has been with us for five years. And Mandi, apart from making excellent Welsh cakes for our annual open day, is the office administrator and eBay guru keeping us all on track.

At what age did you get into biking, and then custom biking, and why?

I bought my first bike when I was 15 – my dad taught me how to get it running, and to have a bit of fun in the field around where we lived. About a year later I got offered a Villiers 2T which had a stars-and-stripes petrol tank and ape-hangers. This got me really excited, and I just had to find the money. I managed to buy it, but had to push it all the way back home (which was a few miles!). It had only a small amount of customisation, but it was so different I just had to have it. I've never liked standard bikes or cars.

Where do you get your inspiration from, and who are your heroes?

Growing up in the '70s is where a lot of my inspiration started; my dad was always tinkering in the garage, which sparked my initial passion for engines and building. Each build takes different inspiration – the inspiration for the diamond-backed trike (Snake), for example, started with a small picture in a magazine of Peter Penz's (from Austria) new frame. I then could imagine a long, low trike, and bought the front half of an Evil Spirit frame from him through Simon at Motorcycle Storehouse, met him at the Big Twin show in Holland and collected the frame, and it developed from there. I talk through how I imagine it



to look with Robin, who can then tell me what's possible and what options we have, so together the idea grows and develops.

One of my heroes is John Reed (Uncle Bunt) – he built a couple of really good-looking Yamahas. I met him a few times, and The Fly was similar to his style of bike, but I wanted it to be less pretty and more extreme. Years later when I had it in the Bike Art expo in Birmingham, he told me he had a poster of it on his workshop wall in California, which blew me away to get such a compliment from such a builder!

With years of wacky thoughts, another hero is Robin, who has always found ways to make the most bizarre possible. He comes from the rally car world so understands cars and bikes, and he can do some awesome things with metal!

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

In the early 1980s I had an XS1100 chopper, Scumbag, with 3ft ape-hangers, nitrous oxide and twin choke 40mm Dell'Ortos. We used to travel miles at quite a speed, and I could watch my hands pass each other as the 'bars flexed! That was a full-blown chop with girders and rigid frame, and was the most fun I've ever had on a bike – and it could turn heads too.

The Snake and The Fly are the best creations we have made. We were asked for The Snake to carry the Olympic torch at the closing ceremony of the Paralympics in 2012, which can still be viewed on our website. The Fly was featured on Top Gear, which is not known for its motorcycle coverage, especially custom-built ones. Awesome.

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

I know some may say that it goes round in circles, but ever-decreasing circles, and things come back round, but everywhere you look 90% of bikers are of a certain age (OLD!), but the 10% who are younger will, I hope, keep custom bike building going, even at a much smaller scale. I think it will not sustain a lot of shops, and corporate customising will nearly die out, and it will go back to shed-built. As long as we don't adopt the EU laws though it'll be okay as they want to ban everything!

One day a year we try to raise money for a kids' charity (this year on Sunday 9th June) by having an open day. Last year we raised £1,229.31, so please support our charity day. 🙌

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WHEN YOU HAVE TO RIDE PRETTY MUCH THE LENGTH OF THE COUNTRY, AND BACK, IN ONE WEEKEND, THEN THE IDEAL BIKE TO DO THAT ON IS SOMETHING WITH A WIDE, FAT, COMFY SEAT, SLIGHTLY RAISED 'BARS, AND A SIT-UP RIDING POSITION, ISN'T IT? SOMETHING DESIGNED FOR TOURING PERHAPS, OR SOMETHING ADVENTURE BIKE-STYLED? DEFINITELY NOT A CAFE RACER THOUGH...



TRIUMPH STREET CUP

WORDS & PICS: NIK



Last August I had to go up to Thunder in the Glens at Aviemore, some 504 miles each way from Chez Samson if I went the direct way, and I had a Triumph Street Cup to do it on. A wot? A Triumph Street Cup – a factory cafe racer, based on the 900cc Street Twin launched in 2017. It shares the same 54bhp

high torque engine as the Street Twin and the Street Scrambler we tested a few issues ago, but also the Bonneville T100, makes a very torquey 80Nm (59ft-lb), and while that may not sound a lot it does mean that the bike is none too shabby to ride at all. Yeah, so top whack's not that high at a smidge over 100mph, but in the 60-90mph range it picks up its feet quite nicely, thank you very much indeed. It happily out-grunts just about every car on the road, scorches away from traffic lights, and cruises at motorway speeds quite happily. It's a good engine too; unusually for a modern engine, there are no 'rider modes' as, to be honest, none are needed, but it does have, as does just about everything these days, traction control (not that you'll really notice it during everyday



riding), and the clutch is lovely and light, while the gearbox, despite only having five speeds, is slick and precise. It's a sweet and easy-to-use engine that's really rider-friendly; extremely

accessible for inexperienced riders, yet still retaining enough get-up-and-go to appeal to older folk with a few years under their belts too.

It feels right chassis-wise too. The seat height is a little tall at 780mm (30.7 inches), but the fact that the seat unit is relatively narrow means that most folk'll be okay to get at least one foot, if not both, down. The rear shocks are longer than the ones on the Street Twin, designed especially for this bike, and these combined with a more steeply angled seat, low ace 'bars, and slightly raised Thruxton-style foot-pegs, lead to a sportier riding position with a more forward-biased weight distribution. There's a small fly-screen to take the wind off, 'bar-mounted mirrors, an Alcantra-esque saddle with detachable rear cowl, the twin clocks from the Thruxton (with LCD multi-functional instruments with analogue speedometer, gear position indicator, fuel gauge, range to empty indicator, service indicator, clock, trip computer, scroll button on handlebars, fuel consumption display,





and traction control status display), and new shorter silencers which both sound good and are said to contribute to the more forward-biased weight distribution. The forks are the same, but the Cup has a slightly higher spec brake set-up with a floating disc mated to a sliding two-piston caliper. Pirelli Phantom SportsComp tyres are fitted as standard, developed by the Italian manufacturer especially for the classic Triumph range, and grip if not like sh*t to a blanket, then well enough to have



the 'pegs touching down on roundabouts. It's an engaging, yet unintimidating, ride, the steering's precise, and the overall feel neutral and easy-going. It's not as quick or precise, granted, as a Thruxton, but it's also not as intimidating to newbies or inexperienced riders either.

My ride took me, on my first day, from Suffolk to Durham, and even hour upon hour upon hour on the mind-numbingly dull A1 were quite bearable; the flyscreen keeps the wind off nicely, and the 'bars aren't low enough or the riding position forward enough to cause any pain. The second day took in Medomsley Road, Consett (to see if it actually existed), Newcastle, Bamburgh Castle, Lindisfarne (the tide was in so I didn't get there), and then a quick jaunt around Edinburgh to the second overnight stop at Perth, then on to Aviemore the next morning. A couple of days later I headed back down the blissful A68 from Edinburgh to Darlington – a wonderfully technical road that really tests one's abilities as a rider, and one which the Triumph dealt with perfectly. Honestly, haring through the Borders and Northumbria on the little yellow bike, its handling, braking and steering as neutral and precise as you need them to be, was an absolute joy and, honestly, biking doesn't get much better than this. 



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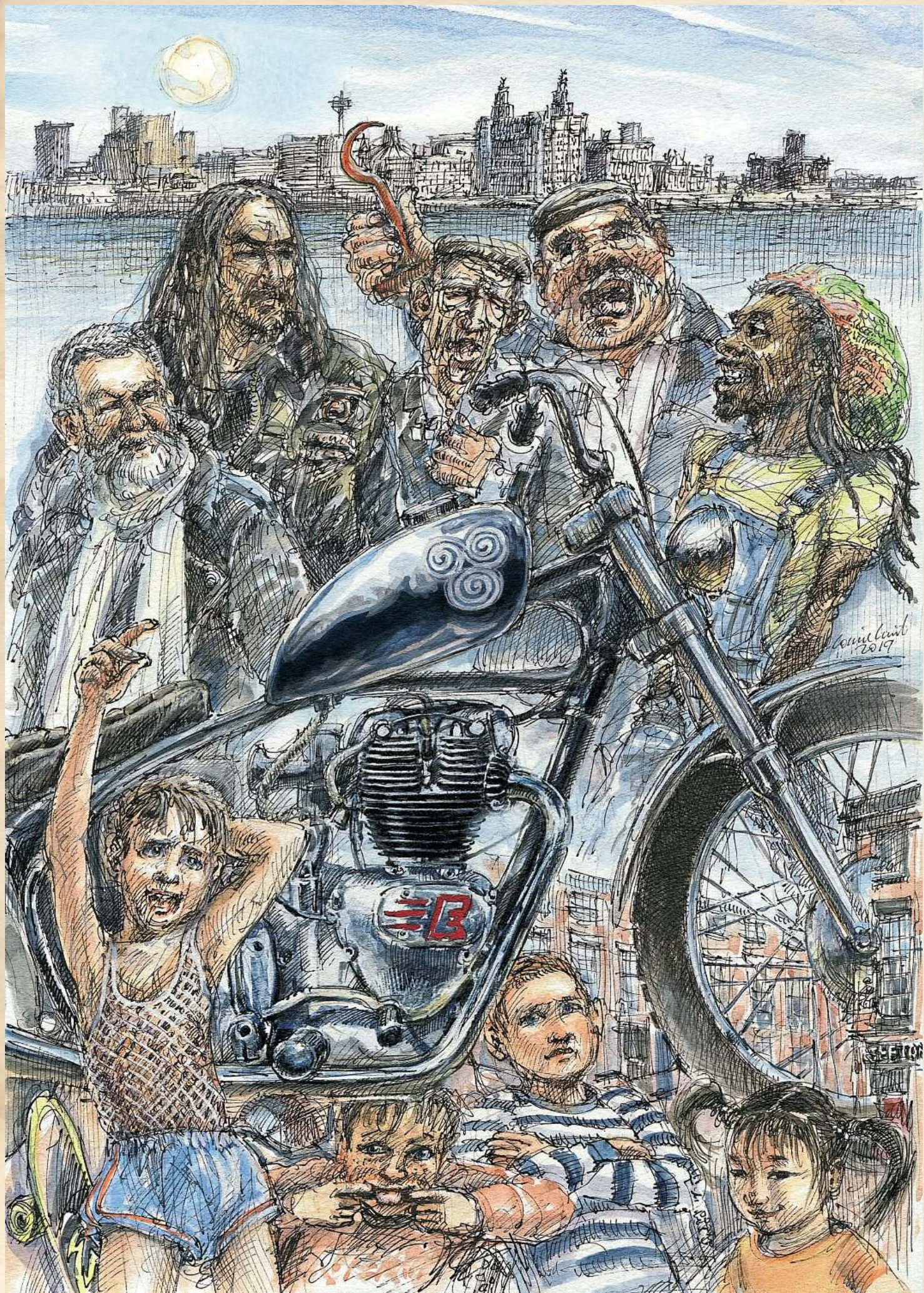
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WORDS: JIM FOGG

ILLUSTRATIONS: LOUISE LIMB

BAD TIMES IN BABYLON

I don't like cities; they're made up of mean streets and mean people, and if a man goes down on to their Tarmac he's lucky if the passers-by only step over him on their way past...

This particular city was a hard place when I used to live there, in an area that's become notorious; they've planted trees there now, in places, and put back cops on the beat, but no bureaucrat has ever thought of giving the people who live there jobs, or hope, or self-respect. You ride down the boulevards once built for Victorian merchants and there's the smell of burning; there are gaps in the rows of houses like blackened teeth in a jawbone, timber still smouldering, and there's a faint remembered scent of spice and ganja as the kids look up from their games and their music as the off-beat rumble of a British twin intrudes into their own particular reality.

So far, bikers aren't inimical to them, and some of them wave and catcall with no sort of malice or animosity; maybe they can recognise another group of outsiders. This recognition doesn't mean they want to understand, or to know you better, but they accept you and are content to leave you alone to be what you want to be — or what society has decided you are...

That's good enough during the days of long hot summers, but it's different when the nights come down and the crazies come out, like red-eyed wolves on the

prowl; then you take those wide straight boulevards at a steady 50, a low gear booming the fierce noise out behind you through the sidewinders, and you don't slow down, and you hope the crazies will get the message and stay clear of the big iron bike and its rider in the dusty leather jacket.

You get to see them all, sooner or later. Young guys with hair cropped to the skull and ox-blood boots, jeans halfway to the knee, and Rastas in dreadlocks and woolly caps, kids on BMXs and skateboards and roller-skates; old Irishmen who've spent all day drinking red biddy and whose breath would peel the chrome from your silencers, old Chinese seemingly frozen into the gentle postures of tai chi, and old whores of every shape and colour and religion mingling with the younger ones who are still lively and pretty and have laughter in their eyes. There are dealers in dope, and girls, and anything ever made by man, cruising in big cars with soft suspension — and, so rarely as to be noteworthy, a guy going home from work in oily overalls or with a docker's razor-edged hook stuck in his belt across his sagging belly.

Everyone's crazy, out there on the streets, to a greater or lesser degree, from the mildly irritable priest sweating in his soutane to the acidhead getting ready to pick up his axe and rid the world of people who wear sneakers, which (as he'd tell you, if you asked) is the infallible mark of alien intruders from the planet Ergon. If they're

all out on the street and all crazy: What does that make you, if you're there too? Unless there's a reason, of course.

As it happened, I had a good reason to be there — and so did the guy sitting behind me on the Triumph, too. If you know the breed there's hardly any need to describe Connolly — Levi's, ragged to the point of dissolution, steel-capped boots, a cut-off with an indecipherable club emblem worn over a cracked black jacket, long dark hair and a scrubby beard that always seemed at the same stage of growth whenever I ran into him. He was tall, muscly, and — although he always seemed to get on with me well enough — he had the reputation of being one of the touchiest and meanest bastards on God's earth, a state of mind probably not enhanced by the number of articles he swallowed, smoked, sniffed, and — for all I know — may even have stuck up his arse in moments of boredom. He was — as we say around here — the sort of guy you only took to places twice: once — and then back to apologise afterwards... Although once was generally enough, come to think about it.

Losing his leg hadn't seemed to make much difference to him, although he once told me — in one of his blacker and more forthcoming moods — that he was struck by the irony that it was a stacker-truck at work that had done it rather than the car driver turning right in front of his chopped Enfield Interceptor that he'd been expecting all along. His brother had appropriated the Enfield while Connolly was in hospital — and he'd managed to run it into a wall one spring night while riding around the city fairly aimlessly, as 18-year-old guys tend to do when they're both broke and bored. This explanation didn't cut much ice with Connolly, as events proved when he got out of hospital. I might have a curious sense of humour — and I

BAD TIMES IN BABYLON

wouldn't deny it — but there's a certain rare comedy in watching someone with one leg beat the crap out of somebody else with both legs in plaster: if only because they tend to fall over quite a lot. Upon second thoughts — maybe Connolly did belong out there on the streets along with the other crazies, on that hot summer's night scented with the smell of burning...

Anyway, there we were, cruising through the boulevards at a steady 50, on our way to have a look at the remnants of Connolly's chopped Interceptor, a bike I suspected he'd never ride again even if there was enough of it left to be worth rebuilding. It seemed a pity: I don't have a lot of respect for Enfield twins — old-fashioned, unreliable, incontinent bastards, most of them — but Connolly's was a fairly rare Mk III American export model, with a good motor, an unbelievable turn of speed, and a nice small standard tank and high 'bars straight from the factory. It's a sad fact, but British bike firms were usually just beginning to get things right — or properly sorted out, anyway — when they went out of business. The last BSA I owned — a real BSA, not a BSA motor stuck on that godawful spindly Triumph frame with the oil in it — was a gem, and a friend's still running a Commando which was one of the last made, and seems pretty indestructible even after all the abuse he's given it; and that's how it was with Connolly's Enfield too — he welded on a rigid rear end, did some fancy moulding and paint, stuck on a custom seat, and he had an eyestopping bike. It wasn't Arlen Ness or even Uncle Bunt — but it suited Connolly and it went well and didn't leak too much oil either.

I wondered what it'd look like, after a crash and being stored in someone's backyard for a year. As I was thinking that Connolly pounded on my back, and shouted in my right ear. "Stop here, and ask this kid where Granby Street is..."

The kid — aged about 10, and

dressed in satin shorts and a string vest — looked bemusedly at me as I cut the Triumph's motor.

"Hey, watcha want here, man?" he asked, balancing on his skateboard precariously. "Watcha want here, hey?"

"47 Granby Street," I told him.

"You know were it is?"

"Up to the lights there," he answered. "Left at the lights, three streets down on your right, man..."

"Thanks," I said and kickstarted the bike back into life.

"Ain't nuthin, Captain Birdseye," he shouted back, and I could hear Connolly's laugh behind me. "Hey, man, I eat your fish fingers alla time."

Some bikers wear beards and look mean; as I get older, greyer, and probably more serene, everyone says I'm beginning to look like the ancient mariner who advertises mashed-up cod in breadcrumbs.

It's a cross I have to bear...

We got to 47 Granby Street, but there was no answer when we knocked on the peeling paint of its door. A group of kids sidled up to the Triumph and spoke to us.

"They won't be back until late," a little Chinese girl told us. "They've gone to their church..."

"Jesus — let's get a pint," Connolly said, and pointed a leather-clad finger at a skinny boy. "Where's the nearest pub, huh?"

"Down the end there," the kid answered. "Sefton Arms. Want your bike looked after?"

"Anything could happen to it," a boy in a striped sweatshirt and khaki pants told us. "You know — really anything..."

"How much?" I asked wearily, and started digging into my Levi's pocket. "For nothing to happen to it, that is..."

"50p."

"Okay, I suppose so," I said, and felt for a coin.

"Each," the boy added, wiping his nose on a skinny bare arm.

Connolly decided he'd had enough of extortion. He fixed them with his wildest stare.

"Listen, you little muthas," he growled, "that's going to be threegoddamn-fifty — and that's a rip-off."

"We'll give you 50p hard money, and bring you back a bottle of Coke apiece and a bag of nuts — and if you don't like that you can stick it up your arse, and if Jim's bike's damaged I'll personally hunt you down and —"

They all nodded a quick agreement, and we set off for the pub down the road. Connolly was laughing quietly to himself. "The little bastards," he mumbled, with something that sounded like affection in his voice.

When we got to the Sefton Arms we realised that the little bastards' uncle and brothers were all there drinking, along with their fathers and grandfathers, and a few women it'd be charitable not to try to describe too much. Whoever they were, they were all grown-up bastards, anyway.

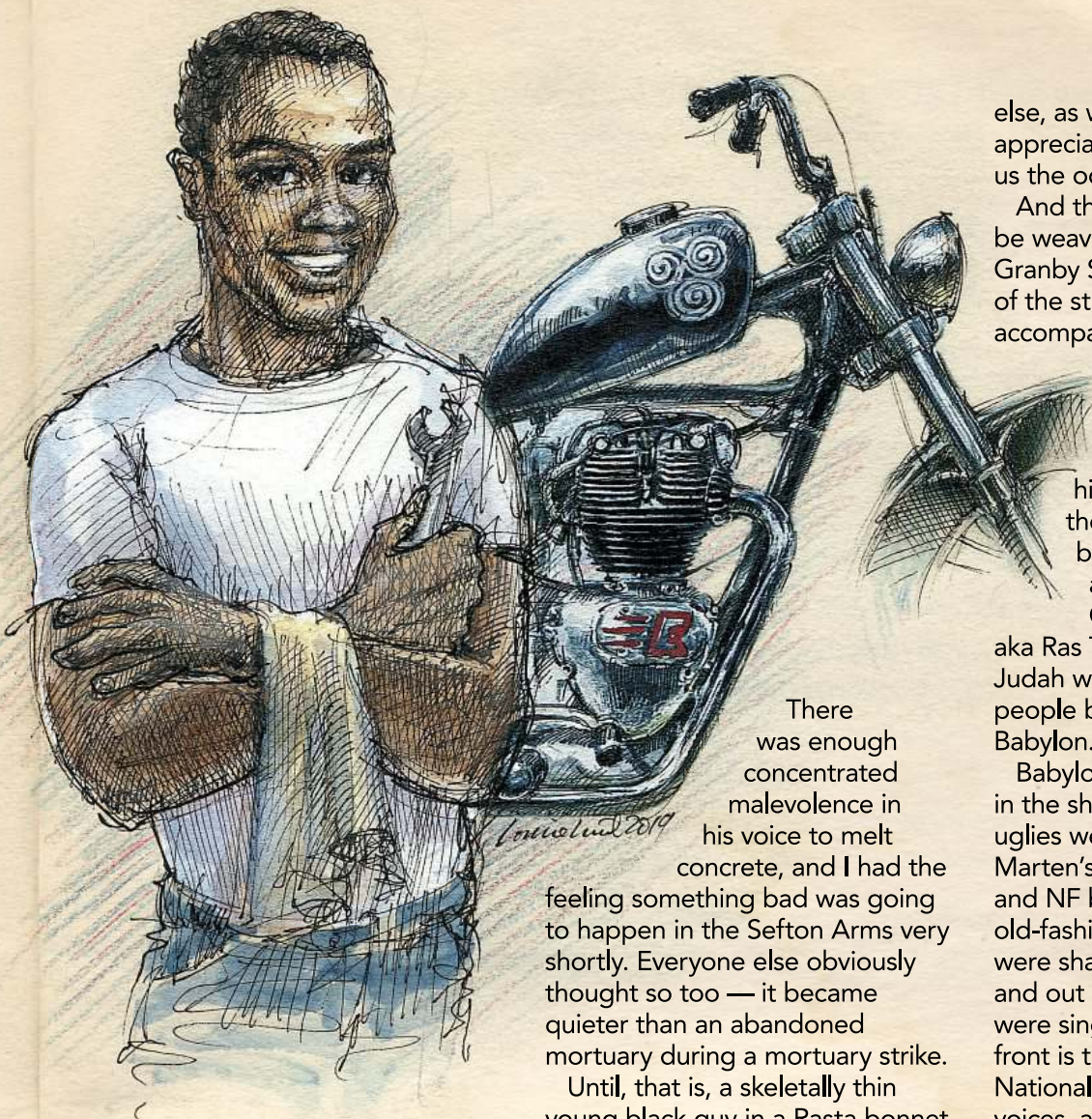
"Fancy anything?" a bedizened white lady with a violent henna wig asked us, as we walked in through the door. "Best time of your life — the two of you together if you like, or you can bring a mate..."

"Ever been to a bikers' party?" Connolly asked her in return. "We'll bring our mates, if you like..."

She must've been, because she suddenly stopped bothering — and, after a few words with the other dubious ladies in the bar, there was no other offer of female company on a strictly cash basis, either.

I suddenly realised how downright nasty Connolly could sound when he didn't want people to bother him. Unfortunately, crazies — as distinct from working girls — have no sense of timing, tact, or ability to realise that they're likely to offend by their gross or crass behaviour. An old Irishman, wizened by booze and exposure to salt air, cannoned into Connolly, and rebounded into me.

"Ya fookin' English bastard —" he started to say, and then took in the leathers and the general



demeanour of the two of us, and crossed himself. "Jesus, Mary and Joseph," he croaked, "sorry there, me buckos..."

A large docker came up to us, and pushed Connolly in the chest with a stubby forefinger. "What're you doin' to me da, ya pair o' shitters?" he demanded in a creaky, whiskey-soaked Kerry voice.

"The poor auld bugger..."

I noticed the son had broken veins in his face, a large shapeless strawberry nose, and most of his top teeth missing: he didn't seem like the sort of guy it paid to upset.

"I think I can explain —" I started to say, but Connolly wasn't feeling too reasonable himself. He stared the big docker straight in the eyes, and said: "Get us two Guinnesses on your way out, pally — and whatever your dad wants. Then get your arse out of here before I kick the shit out of you..."

There was enough concentrated malevolence in his voice to melt concrete, and I had the feeling something bad was going to happen in the Sefton Arms very shortly. Everyone else obviously thought so too — it became quieter than an abandoned mortuary during a mortuary strike.

Until, that is, a skeletally thin young black guy in a Rasta bonnet and dungarees danced up to Connolly and the docker and put a bony hand on each of their shoulders.

"Heya, man, wowee," he gurgled, "I got pills to cure all ills, smoke that's no joke, powder to mix with your chowder, just dream your days away, stay 'way blues, just buy what you choose..."

"God almighty," the docker said disgustedly, "why don't you piss off back to Trinidad, Montgomery? There's men here tryin' to have a bloody argument..."

Connolly shrugged. "I'm easy," he said. "Get yourself a pint, as well as your dad — and one for your brother, too," he added, grinning in the direction of the thin black Rasta, whose faced cracked into a toothy smile. For some reason I can't explain, that seemed to crack the big docker up and his old dad cackled along too. So did everyone

else, as well, and to show their appreciation they decided to buy us the odd pint or two of Guinness.

And that's how we came to be weaving unsteadily back to Granby Street by the yellow light of the streetlamps, at about 10.30, accompanied by an old Irishman singing Danny Boy, a younger Irishman explaining life on the docks to me while waving his loading-hook towards the smokey moon, and a black pusher and part-time aikido teacher assuring Connolly that Haile Selassie aka Ras Tafari and the Lion of Judah would return to lead his people back to Africa and out of Babylon.

Babylon suddenly reappeared in the shape of seven young uglies wearing short jeans, Doc Marten's finest kickers, braces, and NF badges pinned to their old-fashioned work-shirts. They were shaven-headed, tattooed, and out for trouble — and they were singing: "The white man's front is the National Front, join the National FRONT" in loud, beery voices, and walking right across the pavement so that no one else could use it. They swaggered up to us, as we weaved towards them, Connolly limping slightly and kicking out his false leg to keep his balance.

"Get off the f**king pavement, you scumbags," he enunciated with terrible clarity, "and crawl back to your drains..."

I don't think I've mentioned that Connolly married a Jewish girl who lost most of her older relatives at Mauthausen in the 1930s. I was quite glad to be an observer, along with the old Irishman, Dominic — not that the other three needed any help, because two of the master-race found themselves being propelled into each other at great (and bonecrunching) speed by Montgomery, one was picked up and half-strangled by Connolly then thrown into a wall, and the others were chased off

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by Dominic's son, whose docker's hook was glinting wickedly in the moonlight.

"Bigod, not a bad sort o' night after all," he remarked, as he returned, his belly wobbling with all the exertion. And I coulda sworn all the fun was over, too..."

"Hey, man — you're okay, you know that?" Montgomery said to Connolly, who was looking slightly worried.

"No shit — hey, what's the problem, fella?"

"The bastard rivets have come out of my knee-joint," Connolly was muttering, and rolling up his left pants leg to reveal a bizarre expanse of contoured aluminium. "It must've been when I turned to cram that pillock into the wall..."

The occupants of No. 47 Granby Street were probably fairly surprised to be brought to the door by two white bikers, particularly one carrying a metal leg clad only in a bike boot, but the two Irishmen and Montgomery explained the situation to them before bidding us all a raucous goodnight, rolling down the road together singing the National Anthem and on their way to the Yoruba Social Club for a few hours' more illicit drinking...

The family who'd looked after Connolly's bike after his brother had fallen off it were called Johnson, and were Jamaicans; there was Mr Johnson and his wife Bethia, and a son and daughter called Errol and Louisa respectively, both kids in their late teens. The little Chinese girl had been right — they'd been out to church, because they were Baptists, and their religious outlook came across while Mr Johnson talked to us as Connolly hammered back the rivets in his leg with a ball-peen hammer.

"You know," he was saying, "I don't agree with all this Rastafarian nonsense, but I can understand something of what they say — most of us black people can. Sure, this is Babylon; it's a wicked place, and it's hard to keep decent and honest. You've seen what it's sometimes like tonight..."

His family nodded.

"It looked as if I might be gettin' out, man," Errol said, "but it looks less likely now. I've got a job travellin' around Coventry come up, workin' as a 'prentice heatin' engineer, but I can't go nowhere if I don't have wheels..."

"And I used to be a hairdresser," Louisa told us, "but the place closed down. What can you do, man — I been outa work for 18 months or so, and this city's one big rubbish dump..."

Connolly broke in on the conversation. "My leg'll do," he said, hefting it in his hand. "I'll just go upstairs and fix it back on, and then you can show me my bike..."

When he came down, Errol showed us into the backyard where the bike was stored. As Connolly walked out through the back door, I heard him mutter: "Ah shit — here goes nothing; it'll be all rust and pigeon-crap, I expect." He had no great hopes for it and neither had I. So — when Errol switched the backyard light on — it came as something of a surprise. The Enfield was there, in one piece — and gleaming. Sure, there was a bit of custom paint missing, but the black frame had been touched up, the seat had been re-sewn, and you could hardly see the scratches on the chrome of the silencers and the pipes. The glass from the Bates lamp was missing, but that was all I could see that was...

"Fire it up, Jim," Connolly said, and I switched the petrol on, and eased the kickstarter just on to compression. I swung down, and the bike rumbled into life the third kick, settling down to a lumpy tickover which picked up as soon as the smoke cleared from the exhausts.

Connolly looked at it. "Who the hell did this?" he asked, and Errol replied, "Me mainly — it seemed a pity to let it go, man. Hell, when you've got somethin' like this, you look after it, huh?"

Connolly didn't speak for a long time, and then he cleared his throat and looked across at the young

black boy. "You got a licence?" he asked.

"Sure, I passed on me mate's Lambretta," Errol answered, and I winced but Connolly didn't seem to mind.

"Okay," he said, "well — you'd better keep looking after it, now it's yours; because if you don't, I'll come back and kick your arse, Errol..."

Errol's mouth dropped open, as if he couldn't believe what he was hearing.

"I'll never ride it again," Connolly went on, "and my bloody brother's not going to, either. Hell, you do what you want with it — ride it down to Coventry for your job, or sell it and buy yourself a car if you want. It's okay..."

An hour later, we were standing by my Triumph, ready to go, and as I freed the clutch ready to start, I said to Connolly: "I'm beginning to understand you, Connolly, you soft-hearted bastard..."

"Mind your own goddamn business, Fogg," he replied, and suddenly grinned as the motor caught. "Jesus — what the hell's that smell?"

The little Chinese girl trotted up, still in pigtails but this time in pyjamas. "Those skinheads wee'd all over your bike," she told me.

It certainly smelt like it.

"Why didn't you stop them?" Connolly rumbled down on her, as he settled himself into the saddle.

"Don't be silly," she answered. "Besides — you never brought us nuts and Coke, did you?"

"Give the lady another 50p," Connolly told me, and started laughing as I handed out the money.

Like I said, everyone's out on the streets, and everyone's crazy: and if you're there, too, you end up crazy as well. Connolly owes me £4.85 for petrol, £1 protection money, and about £12 for beer, but what the hell... You can't take money from a crazy man, particularly one who brought a little happiness to those mean streets, and lit up a few people's lives along the way, huh? ●



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APRIL

5-7th April: Matt Black Rat Spring Meet at The Bruce Arms, Pewsey, Wilts. More info from Facebook.

6th April: Kempton Motorcycle Jumble at Kempton Park Racecourse, Staines Rd E, Shepperton, Sunbury-on-Thames, Surrey. More info from www.kemptonparkautojumble.co.uk

6th April: Worthing Scooter Custom Show at Goring Conservative Club, Mulberry Lane, Worthing, W Sussex. More info from Facebook.

6th April: Spring Peaks & Dales Ride Out from the East Midlands Hilton, M1 Junction, Derby Rd, Derby at 9.30am. Tickets £10. More info from Facebook.

6th April: Black Shuck MCC's Easter Egg Run from The Kingfisher, Hawthorn Drive, Ipswich, Suffolk at 11am. More info from Facebook.

6th April: Classic Bike & Car Show at South Zeal, Devon. £4 to enter, free for spectators. More info from 01837 850244.

6th April: Caldarium MCC's 'Yolks On You' Egg Run from Littlemore Rugby Club, Northfield Close, Littlemore, Oxford at noon. More info from 01865 433429 or www.caldariummcc.co.uk

7th April: Kawasaki Sunday at the Ace Cafe, London. More info from www.london.acecafe.com

7th April: Ink & Iron Custom & Tattoo Show at the New Bingley Hall, Hockley Circus, Birmingham. More info from www.inkandiron.co.uk

7th April: Supergood Ride for Autism from Brighton to Loomies. More info from Facebook.

7th April: Biker Breakfast at St Luke's & Torver Village Hall, Torver, Cumbria. More info from Facebook.

7th April: Beaky's Motorcycles' Surrey Harley Boot Sale at Pippbrook car park, opposite Dorking Hall, Reigate Road, Dorking, Surrey. Opens at 8am, tickets £3. More info from 01306 712297 or Facebook.

7th April: Plymouth MCC's Charity Ride-Out from the Lee Mill Lane Industrial Estate, Plymouth, Devon at noon. Tickets £3. More info from 07843 590568.

7th April: Motorcycle Autojumble at Popham Airfield, Hants from 8am. Tickets £2. More info from Facebook.

12-14th April: Unwanted MCC's Free Ride-In Weekend at The Rockbar, Shobnall Sports & Social Club, Shobnall Road, Burton-on-Trent, Staffs. Free entry. More info from 07988 521400/07761 931226 or www.unwantedmcc.co.uk

13th April: Bosun's Bike Bonanza at The Plough, Leechpond Hill, Lower Beeding, Horsham, W Sussex. More info from Facebook.

13th April: NOTAS Charity Ride Out & Party at Salhouse Lodge, Vicarage Rd, Salhouse, Norfolk. Tickets £5. More info from 07737 602776 or Facebook.

13th April: So Low Choppers' Open Day & Bike Show at So Low Choppers, Stanton, Bury St Edmunds, Suffolk. More info from 01359 253600 or www.solowchoppers.org

13-14th April: Indian Motorcycles/ DTRA Hooligan flat-track Champs at the Adrian Flux Arena, Kings Lynn, Norfolk. More info from www.indianmotorcycle.co.uk

14th April: British & Classic Bike Day & BSA Special at the Ace Cafe, London. More info from www.london.acecafe.com

14th April: 'Normous Newark Autojumble at Newark Showground, Drove Lane, Winthorpe, Newark, Notts. Tickets £10 early or £7 after 10am. More info from www.newarkautojumble.co.uk

14th April: Action for Addiction Charity Ride from ASM Assembly Systems, Albany Road, Granby Industrial Estate, Weymouth, Dorset at 10am. Tickets £5. More info from Facebook.

14th April: The Bunny Run from various starting points around Cambridgeshire from 9am. Please bring Easter eggs. More info from easterbunnyrun@aol.com

14th April: Taunton Easter Egg Run from The Maypole Inn, Thurloxton, Taunton, Somerset at 11am. More info from 07780 960860 or Facebook.

19-21st April: Fat Skeleton Blues & Bikes Weekend at Cabourne Parva, near Market Rasen, Lincs. More info from www.fatskeletonbluesandbikes.com

19-21st April: Jugsters MCC's Bosted Bladder Rally at St Peter's Sports Club, Netherseal, Swadlincote, Derbys. Tickets £18 prebook or £20 on gate. More info from 07816 827084 or overseal57@aol.com

19-21st April: Team Sober MCC's Newt In Shining Armour Rally at the Woolley Edge Camp, Woolley Edge Lane, Wakefield, Yorks. Tickets £15 prebook only. More info from Facebook.

19-21st April: Tsunami Riders MCC's Let Loose Rally at Eltham Town FC, Footscray Road, London. Tickets £15 prebook or £20 on gate. More info from www.tsunamiriders.org.uk or Facebook.

19-21st April: Three Tribes' Easter Rally at Marstons Sports & Social Club, Shobnall Road, Stoke-on-Trent, Staffs. Tickets £13 prebook or £18 on gate. More info from 07792 809978 or Facebook.

20th April: Northumbria Easter Egg Run from a variety of start points at

11am. Tickets £2 plus Easter egg. More info from Facebook.

20-22nd April: Maidstone Tattoo Convention at Detling Showground, Maidstone, Kent. More info from www.maidstonetattooextravaganza.co.uk

21st April: Reading MAG's Easter Bike Show at Reading Abbey Rugby Club, Peppard Road, Reading, Berks. Tickets £3. More info from bikeshow@power247.co.uk

21st April: Rocket III OC Meet at the Ace Cafe, London. More info from www.london.acecafe.com

21st April: Huddersfield Autojumble at the Old Market Building, Brook Street, Huddersfield, West Yorks. More info from 01773 819154 or www.phoenixfairs.jimdo.com

21st April: Widows Sons SW & Moorlanders MCC's Easter Egg Run from Davidstow Airfield, Nottles Park, Davidstow, Camelford, Cornwall at 10am. Tickets £5. More info from www.widowssonsww.co.uk

22nd April: South of England Classic Motorcycle Show & Bikejumble at Ashford Livestock Market, Monument Way, Ashford, Kent. More info from www.elkpromotions.co.uk

26-28th April: Ridgeway MCC's George To The Dragon Rally at a site near Oxford. More info from www.ridgeway.freeyellow.com

26-28th April: The Bum In The Mud Rally at Essex Outdoors, Rewalls Lane, East Mersea, Essex. More info from www.buminthemud.co.uk

26-28th April: MAD Make A Difference Rally at the Brighton Ferry, Brighton, Selby, Yorks. Ticket £15 or £10 Saturday only. More info from Facebook.

26-28th April: Purple Ladies' Half Time Rally at Wham Cottage Farm, High Wham, Butterknowle, Bishops Auckland, Co Durham. More info from Facebook.

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27th April: Birmingham MCC's Custom Bike Show at West Midlands Travel Sports & Social Club, Wheelers Lane, Birmingham. More info from Facebook.

27th April: HAMC Manchester Highway to Hell Run from the Clubhouse at 1pm. Tickets £5. More info from Facebook.

27-28th April: MC Pecquencourt's Salon De La Moto at Pecquencourt, France. More info from www.mc-pecquencourt.com

28th April: Bike4Life at RAF Cosford, Cosford, Shrops. More info from www.bike4lifefest.com

28th April: Italian Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

28th April: Mods & Rockers Revival Day at Angel Farm, off Ropers Road, Isle of Grain, Hoo, Kent. Free entry. More info from 07903 339466.

28th April: Bod's Custom Cycles' Open Day at Bod's Custom Cycles, Unit 11, Newton Farm, Tewkesbury, Glos. More info from Facebook.

MAY

3-5th May: Yorkshire MAG's Into The Valley Rally. More info from www.mapevents.co.uk

3-5th May: BMAD Paignton Bike Festival at Paignton seafront, Paignton, Devon. More info from www.bmad.co.uk

3-6th May: Stan & Co's Over The Edge Rally at a site on the Isle of Wight. More info from www.overtheedge rally.co.uk

4th May: 363 MCC's Crowning Around Bike Show at the Crown, Inn, Main Street, Littleport, Cambs. More info from Facebook.

4th May: 59 Club Ride-Outs to St Paul's Cathedral from the 59 Club, All Saints Church, Uxbridge Rd, Feltham at 1.30pm, and from the Ace Cafe at 3pm. More info from 07423 591001 or www.59club.co.uk

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T: 0844 415 4849 OR office@thenabd.org.uk
www.nabd.org.uk

5th May: Amberley Museum Vintage & Classic Motorcycle Show at Amberley Museum & Heritage Centre, New Barn Rd, Amberley, Arundel, W Sussex. More info from www.amberleymuseum.co.uk

5th May: Yamaha Day at the Ace Cafe, London. More info from www.london.acecafe.com

5th May: Biker Breakfast at St Luke's & Torver Village Hall, Torver, Cumbria. More info from Facebook.

5th May: Beer, Bikes & Bands at The Burston Crown, Mill Road, Burston, Diss, Norfolk. More info from 01379 741257 or www.burstoncrown.com

5th May: Leominster Classic Motorcycle Club's Motorcycle Show at Withington Village Hall, Withington, Hereford. Free entry. More info from Facebook.

6th May: Bike 1066's May Day Run to Hastings, E Sussex. More info from www.bike1066.com

6th May: Mods & Rockers May Day Invasion at Marine Parade, Great Yarmouth, Norfolk. More info from Facebook.

9-12th May: Biker Fest Italy at Lignano Sabbiadoro, Udine, Italy. More info from www.bikerfest.it

10-12th May: NABD's You've Been Nabbed at the Cheshire Showground, Pickmere Lane, Tabley, Knutsford, Cheshire. Tickets £30 prebook or £35 on gate. More info from www.nabd.org.uk

11th May: Charity Custom & Classic Show at the Coach & Horses, 84 Old Liverpool Road, Warrington, Cheshire. More info from 07801 646006 or x11stu@gmail.com

11th May: Rogue Jesters MCC's Razornight at Knypersley Sports Club, Tunstall Road, Knypersley, Staffs. Tickets £6 prebook or £8 on door. More info from 07941 333247 or rjdavis.sot@gmail.com

12th May: Ride of the Ruperts from The Milk Churn, Rudgwick, Horsham, W Sussex at 9am. More info from Facebook.

12th May: BMW Day at the Ace Cafe, London. More info from www.london.acecafe.com

12th May: Motorcycle Show at Stonham Barns, Pettaugh Road, Stonham Aspal, Stowmarket, Suffolk. More info from 01449 711111 or www.stonhambarns.co.uk

12th May: Stratford Autojumble at Stratford-upon-Avon Racecourse, Luddington Road, Stratford-upon-Avon, Warks. More info from 01507 529529 or www.stratfordautojumble.co.uk

12th May: Bevan & Dave's Bike Show at Chatteris Conservative Club, King Edwards Road, Chatteris, Cambs. CANCELLED.

12th May: Chesterfield Rock & Bike Show at the Arkwright Arms, Chesterfield Road, Duckmanton, Chesterfield, Derbys. Free entry. More info from Facebook.

12th May: Ride With ME Festival at Drive Me, Clanford Road, Stafford, Staffs. Tickets £5. More info from Facebook.

16th May: Portsmouth MAG's Bikes on the Boardwalk at Port Solent, Hants from 7pm. More info from Facebook.

17-19th May: South West Chopper Fest at Luddery Hill Farm, Churchstanton, Taunton, Somerset. More info from Facebook.

17-19th May: Rourke's Drift Rally at the Brecon County Showground, The Watton Fields, The Watton, Brecon, Powys, Wales. More info from Facebook.

17-19th May: Flanders Chopper Bash at Farm Hot Ten Ende, Otegemstraat 9, t 9960 Assenede, Belgium. More info from www.sinnersupply.com/chopper-bash/info

17-19th May: The Really Rally at Elveden Village Hall, Elveden, Thetford, Norfolk. Tickets £20 prebook or £25 on gate. More info from 07588 743334 or reallyrally001@gmail.com

17-19th May: Double Trouble Rally at Court Farm, County Park, Wolvershill Road, Banwell, Somerset. Tickets £15. More info from www.doubletroublerally.com

17-19th May: Berwick & District MCC's Monks Rally at a site next to the speedway track, Tweedmouth, Berwick-on-Tweed, Northumberland. Tickets £20 prebook or £25 on gate. More info from 07716 737976 or Facebook.

17-19th May: Leyland Eagles MCC's Fully Fuelled Rally at Edgehill Farm, Bolton Road, Withnell, Chorlton, Lancs. Tickets £25. More info from 07393 412265 or Facebook.

18th May: Southern Classic Bike Show & Motorcycle Jumble at Kempton Park Racecourse, Staines Rd E, Shepperton, Sunbury-on-Thames, Surrey. More info from www.kemptonparkautojumble.co.uk

18-19th May: NCC Lincs' Custom Show at The Black Bull, Lincoln Roads, Welton, Lincs. Tickets £3. More info from Facebook.

19th May: Homegrown Custom Show at Rye Rugby Club, New Road, Rye, E Sussex. More info from Facebook.

19th May: Black Horse Bike Show & Meet at the Black Horse, Black Horse Lane, Ipswich, Suffolk. More info from Facebook.

19th May: South of England Classic Motorcycle Show & Bikejumble at Ham Street, Ashford, Kent. More info from www.elkpromotions.co.uk

19th May: Two-Stroke Day at the Ace Cafe, London. More info from www.london.acecafe.com

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oh and with fancy dress through the weekend (please dress up you'll fit in more), if you want wife swapping,
dogging, all weekend scat based orgies and the inappropriate abuse of small animals we suggest you try the Young
Salvation Army Pan Pipes Band we hear they are into that type of thing.

19th May: Classic Car & Motorcycle Show at The Skeyton Goat, Long Road, Skeyton, Norwich, Norfolk. Tickets £3. More info from 01692 538600 or Facebook.

19th May: West Dorset MAG's Bike Show at The Crown Inn, West Bay Road, Bridport, Dorset. More info from Facebook.

19th May: Bulldog Run from McDonalds, Portfield Rd, Chichester, Hants at 10.15am. More info from 07932 554298 or Facebook.

19th May: VMCC Giants Run from Henstridge Golf & Leisure, Marsh Lane, Henstridge, Somerset at 10.30am. More info from Facebook.

24th May: Warrington Wheels Youth Bike Competition at Woolson Brook School, Warrington, Cheshire. More info from 01925 818549 or bobtowler57@hotmail.co.uk

24-26th May: Beerhounds MCC's Slurp & Burp Rally at The Plough, Ploughley Rd, Arncott, Bicester, Oxon. More info from Facebook.

24-26th May: Bike Shed London at Tobacco Dock, Wapping Lane, St Katharine's & Wapping, London. More info from www.thebikeshed.cc

24-26th May: Sanzaru MCC's Breach of the Peace Rally at Fort Purbrook, Peter Ashley Road, Portsmouth, Hants. Tickets £17.50 prebook or £20 on gate. More info from www.sanzaru.co.uk or Facebook.

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24-26th May: Bike Shed London at Tobacco Dock, Wapping, London. More info from www.thebikeshed.cc

24-26th May: Pendragon MCC's Beds Rock Rally at The Chequers, Pertenhall Road, Keysoe, Beds. Tickets £15 prebook or £20 on gate. More info from 07954 443441 or Facebook.

24-26th May: Taunton MAG's Tone Vale Tea Rally on the Somerset Levels. Tickets £12 prebook or £15 on

gate. More info from 07780 960869 or Facebook.

24-27th May: Adventure Before Dementia Bike & Trike Rally at Tablers Wood Campsite, Carr Lane, West Cowick, Doncaster, Yorks. Tickets £15. More info from Facebook.

24-27th May: No Bull, Just Beer & Bikes at Penmaenau Farm, Built Wells. Tickets £20 prebook or £25 on gate. More info from www.nobullbeerandbikes.co.uk

25th May: Bideford Bike Show at Bideford Quay, Bideford, Devon. More info from Facebook.

25-27th May: Overlord Military Show at The Lawns, Forest Road, Denmead, Hants. More info from www.overlordshow.co.uk

25-27th May: Smoking Dog Rock & Custom Show at Misty Blue Farm, Kirk Merrington, County Durham. Tickets £15 prebook or £20 on gate. More info from Facebook.

26th May: RBLRB Day in aid of the Poppy Appeal at the Ace Cafe, London. More info from www.london.acecafe.com

26th May: Erskine Bike Meet at Erskine, Renfrewshire, Scotland. More info from www.erskinemotorbikemeet.co.uk

26th May: Lee Baker Ride-Out & Family Fun Day at Tor Leisure, Street Road, Glastonbury, Somerset. Tickets

£5. More info from www.ritsday.co.uk or Facebook.

27th May: Margate Meltdown at 10.30am from the Ace Cafe, London. More info from www.london.acecafe.com Run

27th May: North East MAG's Lazy Monday Afternoon Custom & Classic Bike Show in Durham city centre. More info from 0844 248 0173 or rep@nemag.org.uk

30th May-2nd June: H-DRCSB International Rally at Springwood Park, Kelso, Scottish Borders. More info from www.r2rally.com

30th May-2nd June: Unwanted MCC's Bike, Trike & Custom Show at The Rockbar, Shobnall Sports & Social Club, Shobnall Road, Burton-on-Trent, Staffs. Tickets £9 prebook or £12 on gate. More info from 07988 521400/07761 931226 or www.unwantedmcc.co.uk

31st May-2nd June: Rat & Survival Bike & Trike Show at the Ogric Clubhouse, Kemble Airfield, Kemble, near Cirencester, Glos. Tickets £15. More info from Facebook.

31st May-2nd June: Nortalje Chopper Show in Nortalje, Sweden. More info from www.twinclubmc.se

31st May-2nd June: Perverts in Leather Rally Club's Fetish Fun & Frolics Rally. Tickets £20 prebook or £25 on gate. More info from www.pilrc.org

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JUNE

1st June: Norsemen MCC's Poker Run from the Oasis Cafe, Lydd Road, Old Romney, Kent. Tickets £5. More info from Facebook.

1st June: Fressingfield Oily Rag Club's Legion Rally at Fennings Farm, Pixy Green, Stradbroke, Eye, Suffolk. More info from 07718 230100 or roo.hall@icloud.com

1-2nd June: Coventry MotoFest at Coventry City Centre. Free entry. More info from www.coventrymotofest.com

1-2nd June: Race the Waves on Bridlington Beach, Bridlington, Yorks. More info from Facebook.

2nd June: MAD Sunday (Motorcycle Awareness Day) at the Ace Cafe, London. More info from www.london.acecafe.com

2nd June: Biker Breakfast at St Luke's & Torver Village Hall, Torver, Cumbria. More info from Facebook.

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2nd June: Normous Newark Autojumble at Newark Showground, Drove Lane, Winthorpe, Newark, Notts. Tickets £10 early or £7 after 10am. More info from www.newarkautojumble.co.uk

2nd June: NCC Northants' Custom Show at The Stag's Head, High St, Earls Barton, Northants. Tickets £2.50. More info from Facebook.

6th June: Krazy Horse Customs' Chopper Night at Krazy Horse Customs, Empire House, Lamdin Road, Lark Valley Business Park, Bury St Edmunds, Suffolk. More info from www.krazyhorse.co.uk

6-9th June: MACH Motorcycle & Music Festival at Rugby Club, Cae Hafren, Llanidloes, Powys, Wales. More info from www.machfestival.co.uk

7-9th June: Reading MAG's Lion Rally at Gravelly Bridge Farm, Grazeley Green Road, Grazeley, Reading, Berks. More info from www.readingmag.org.uk

7-9th June: NCC Shropshire's The Shires Show at a site on the A41, Tern Hill, Market Drayton, Shrops. Tickets £10. More info from 07738 977445 or Facebook.

7-9th June: Touching the Cloth for NABD Rally at Frettenham Village Hall, Frettenham, near Norwich, Norfolk. Tickets £11 advance or £15 on gate. More info from 01692 402740 or Facebook.

8-9th June: Indian Motorcycles/ DTRA Hooligan Flat-Track Champs at the Greenfield Dirt Track, Lincs. More info from www.indianmotorcycle.co.uk

8-9th June: Halfway Heroes MCC's Custom Show at Lincoln Moorlands Railway FC, Newark Rd, Lincs. Tickets £10. More info from www.halfway-heroes.co.uk

9th June: Kent Modified Mash Up Car & Bike Show at the Abbey School, London Rd, Faversham, Kent. More info from Facebook.

9th June: Triumph Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

9th June: Northants V-Twin's Custom Bike Show at Jacks Hill Cafe, A5 Watling St, Towcester, Northants. More info from www.northantsvtwin.co.uk

12-16th June: Wheels & Waves in Biarritz. More info from www.wheels-and-waves.com

13-16th June: European HOG Rally in Portugal. More info from www.events.harley-davidson.com/european-h-o-g-rally

14-16th June: H-DRCGB New Forest Rally. More info from www.harley-davidson-hangout.com

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14-16th June: Spunky Monkey Rally at the Delphi Social Club, Sudbury, Suffolk. Tickets £18 prebook or £20 on gate. More info from 07759 360203 or Facebook.

14-16th June: Coffinscratchers MCC's Out Of The Grave Rally at Coalville Rugby Club, Hall Road, Whitwick, Leics. Tickets £16. More info from www.coffinscratchersmcc.com

14-16th June: Raving Lunatics MCC's Summer Bash at Malzards, Stoneyford, Kilkenny, Eire. Tickets 13 Euro. More info from 086 1019286 or Facebook.

14-16th June: Pendine Sands Hot Rod Races at Pendine Sands, Pendine, Carmarthenshire, Wales. More info from Facebook.

14-16th June: Dying Breed MCC's Show & Shine at Westbury, Wilts. More info from fletchmartin@hotmail.co.uk or Facebook.

15-16th June: Prescott Bike Festival & Kickback Custom Show at Prescott Speed Hill Climb, Gotherington, Gloucs. More info from www.prescottbikefestival.co.uk or www.thecustomshow.co.uk

16th June: Polish Bike Day at the Ace Cafe, London. More info from www.london.acecafe.com

16th June: NCC South Downs' Headstock at Crawley Rugby Club, Willoughby Fields, Ifield Ave, Crawley, Sussex. Tickets £2. More info from 07968 251651 or Facebook.

19th June: Royston & District MCC's Show at the Eternit Sports & Social Club, Whaddon Road, Meldreth, Cambs. More info from Facebook.

21-23rd June: South Coast Smile Show at Highbridge Farm, Highbridge Lane, Otterbourne, Hants. More info from Facebook.

21-23rd June: Estonians MCC's Barnstormer Rally at High Farm, Coal Lane, Hartlepool. Tickets £15 prebook or £20 on gate. More info from 075349 11887 or 07533 204101.

21-23rd June: Yorkshire MAG's Farmyard Party at Dunscombe House, Helmsley, Yorks. More info from www.mapevents.co.uk

21-23rd June: Ride 'Til We Rot Society's Right Rotten Piss Up at the Brighton Ferry, Brighton, Selby, Yorks. Tickets £10. More info from Facebook.

21-23rd June: Sarum Bikers' Summer Solstice Rally at Laverstock & Ford Sports Club, Church Road, Salisbury, Wilts. Tickets £10 prebook or £15 on gate. More info from 07518 638186 or Facebook.

21-23rd June: HAMC Wessex's Summer Solstice Ale & Cider Festival at Roots Garden Centre, Priors Court Road, Hermitage, Thatcham, Berks. Tickets £10 prebook or £15 on gate. More info from 07763 807915 or www.hellsangelsmcsessex.com

21-23rd June: Pissed & Confused MCC's Summer Rally at Little Waltham Sports & Social Club, Tufnell Hall, The Street, Little Waltham, Essex. Tickets £17 prebook or £20 on gate. More info from 07753 245668 or Facebook.

21-23rd June: Antelope MCCs Anniversary Rally at Berkswell & Balsall RFC, Meer End, Kenilworth, Warks. Tickets £12 prebook or £15 on gate. More info from 07811 953816 or Facebook.

22-23rd June: VMCC Vintage Bike Festival at Lydden Hill, Kent. More info from www.lyddenhill.co.uk

23rd June: South of England Classic Motorcycle Show & Bikejumble at Ham Street, Ashford, Kent. More info from www.elkpromotions.co.uk

23rd June: Trike Day in aid of NABD at the Ace Cafe, London. More info from www.london.acecafe.com

23rd June: St Ives Festival of Motorcycles at Johnsons of Old Hurst, Church St, Huntingdon, Cambs. Tickets £2. More info from www.sifom.org

24th June: Cassington Bike Night at Cassington, Oxon. More info from Facebook.

24-30th June: The Great Malle Rally. More info from www.mallelondon.com

28-30th June: Road Dragons MCC's Over The Edge Rally at Sycamore Farm, Nether Alderley, Cheshire. Tickets £18 prebook or £20 on gate. More info from 07841 391345 or Facebook.

28-30th June: BRACAN MCC's Piston & Pints Rally at the Brighton Ferry, Brighton, Selby, Yorks. Tickets £12 prebook or £15 on gate. More info from www.bracanmcc.co.uk or Facebook.

28-30th June: Inner Circle RRC's Goosin' The Fox Rally at the Fox & Goose, Greywell, Odiham, Hants. Tickets £15 prebook or £20 on gate. More info from Facebook.

28-30th June: Leeds Custom & Classic Bike Show at Gotts Park Golf Club, Armley Road, Leeds, W. Yorks. Tickets £15 prebook or £20 on gate. More info from Facebook.

28-30th June: Rugby Rock Clubs' Summer Solstice Rock Fest at Southam Rugby Club, Kineton Road, Southam, Warks. Tickets £15 prebook or £20 on gate. More info from Facebook.

28-30th June: AMOC (American Motorcycle Owners' Club) 25th Anniversary Bash at Kenley Airfield, Victor Beamish Avenue, Caterham, Kent. More info from 07782 357067 or Facebook.

29th June: Butchers Arms' Big Bash at The Butcher's Arms, Sonning Common, Reading, Berks. More info from Facebook.

29th June: Peterborough Armed Forces Motorcycle Cavalcade in Peterborough City Centre, Peterborough, Cambs. More info from Facebook.

29th June: Irish Wolfhounds MCC's Rock Night at the Balmoral Hotel, Blacks Road, Dunmurry, Belfast. Tickets £10. More info from Facebook.

29th June: Past It MCC Past & Present Members' Reunion Party at Ten Pin, Perdiswell Park, Drowitch Road, Worcester. More info from nicandred@yahoo.co.uk or Facebook.

29th June: NCC Ribble Valley's Custom Bike Show at Dingle Rural Business Park, Newtown with Scales, Preston, Lancs. Tickets £5. More info from Facebook.

29-30th June: Ton-Up Day at Jack's Hill Cafe, A5, Towcester, Northants. More info from Facebook.

30th June: Triton & Cafe Racer Day at the Ace Cafe, London. More info from www.london.acecafe.com

30th June: Swaton Vintage Day at The Park, Thorpe Latimer, Sleaford, Lincs. More info from 07743 826930 or www.swatonvintageday.com

30th June: Normous Newark Autojumble at Newark Showground, Drove Lane, Winthorpe, Newark, Notts. Tickets £10 early or £7 after 10am. More info from www.newarkautojumble.co.uk

30th June: Big Bike Sunday at Skipton Auction Mart, Gargrave Rd, Skipton, Yorks. Tickets £3. More info from 07960 917483 or j.hunter359@btinternet.com

JULY

4-7th July: Goodwood Festival of Speed at Goodwood Motor Circuit, near Chichester, W Sussex. More info from www.goodwood.com

4-7th July: Unwanted MCC's Cock Out Rally at the Rockbar, Shobnall Road, Stoke-on-Trent, Staffs. More info from 07988 521400/07761 931226 or www.unwantedmcc.co.uk

5-7th July: Queens Regiment Riders Association One Aim Rally. More info from www.qrra.co.uk

5-7th July: Chinnor Bike Dayz at Little Horsenden Farm, Lower Icknield Way, Princes Risborough, Bucks. More info from www.wycombemag.co.uk

5-7th July: Rogue Jesters MCC's Just Jesterin' Rally at Knypersley Sports Club, Tunstall Road, Knypersley, Staffs. Tickets £10 prebook or £15 on gate. More info from 07941 333247 or rjdavis.sot@gmail.com

5-7th July: Devils Disciples MC's Blackhills Custom & Classic at Bellurgan Park, Bellurgan, Dundalk, Co Louth, Eire. Tickets 25 Euro or 15 Euro days. More info from Facebook.

5-7th July: Pissedds MCC's Custom Show & Anniversary Party at Castle Cary Rugby Club, Castle Cary, Somerset. Tickets £12 weekend or £4 Sat day. More info from 07872 316950 or Facebook.

6th July: Bad Wabbit Shindig at a site in Bognor Regis, W Sussex. More info from www.bad-wabbit-crew.co.uk

6th July: Diamond Day NCC London Custom Bike Show at the Ace Cafe, London. More info from www.london.acecafe.com

6th July: Tiger MCC's Summer Party at Eternit Sports & Social Club, Whaddon Rd, Meldreth, Royston., Herts. Free entry. More info from www.tigermcc.org.uk

6th July: Shite Shags' Ooh Shag Hunt Treasure Hunt & Rock Night at Blackhall Mill Club, Chopwell Rd, Newcastle-upon-Tyne. More info from www.shiteshags.co.uk or Facebook.

6th July: Tiger MCC Kilmarnock's Ride-In Show & Rock Night at Kilmarnock Rugby Club, Queens Dr, Kilmarnock, Ayrshire. Show free, rock night £5 on door. More info from hd88train333@gmail.com

7th July: Honda Day at the Ace Cafe, London. More info from www.london.acecafe.com

7th July: Biker Breakfast at St Luke's & Torver Village Hall, Torver, Cumbria. More info from Facebook.

7th July: Ride Against Cancer Ride-Out & Bike Show from Denton Road, Dartford Heath, Kent at 9.30am. More info from Facebook.

7th July: Berkshire Motor Show at Prospect Park, Reading, Berks. More info from 07990 667503 or www.berkshireridershow.co.uk

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11-14th July: Rock & Bike Fest at Carnfield Hall, South Normanton, Derbys. More info from www.rockandbikefest.co.uk

11-14th July: Southern Comfort V-Max Rally at Lodsworth Village Hall, Petworth, W Sussex. More info from Facebook.

12-14th July: NOTAS MCC's Bits & T's Rally at Salhouse Lodge, Vicarage Rd, Salhouse, Norfolk. Tickets £15 prebook or £20 on gate. More info from 07737 602776 or Facebook.

12-14th July: TWATS' Zombie Rally at the Brighton Ferry, Bubwith, Yorks. Tickets £21 prebook only. More info from 07766 308668 or anthonypartridge080@gmail.com

12-14th July: Dragstalgia at Santa Pod, near Rushden, Beds. More info from www.santapod.co.uk

12-14th July: HAMC Lincs' Bullfrog Bash at Sleaford Rugby Club, Sleaford Road, Ruskington, Lincs. More info from bullfrogbash@hellsangelsmc.co.uk or Facebook.

12-14th July: Team Sober MCC's Pissed As A Newt Rally at Newlands Road, Cloughton, Scarborough, Yorks. Tickets £15 prebook only. More info from Facebook.

12-14th July: Triumph Owners Club's Offa's Dyke Rally at Baskerville Hall, Hay-on-Wye, Powys. Tickets £16 prebook. More info from Facebook.

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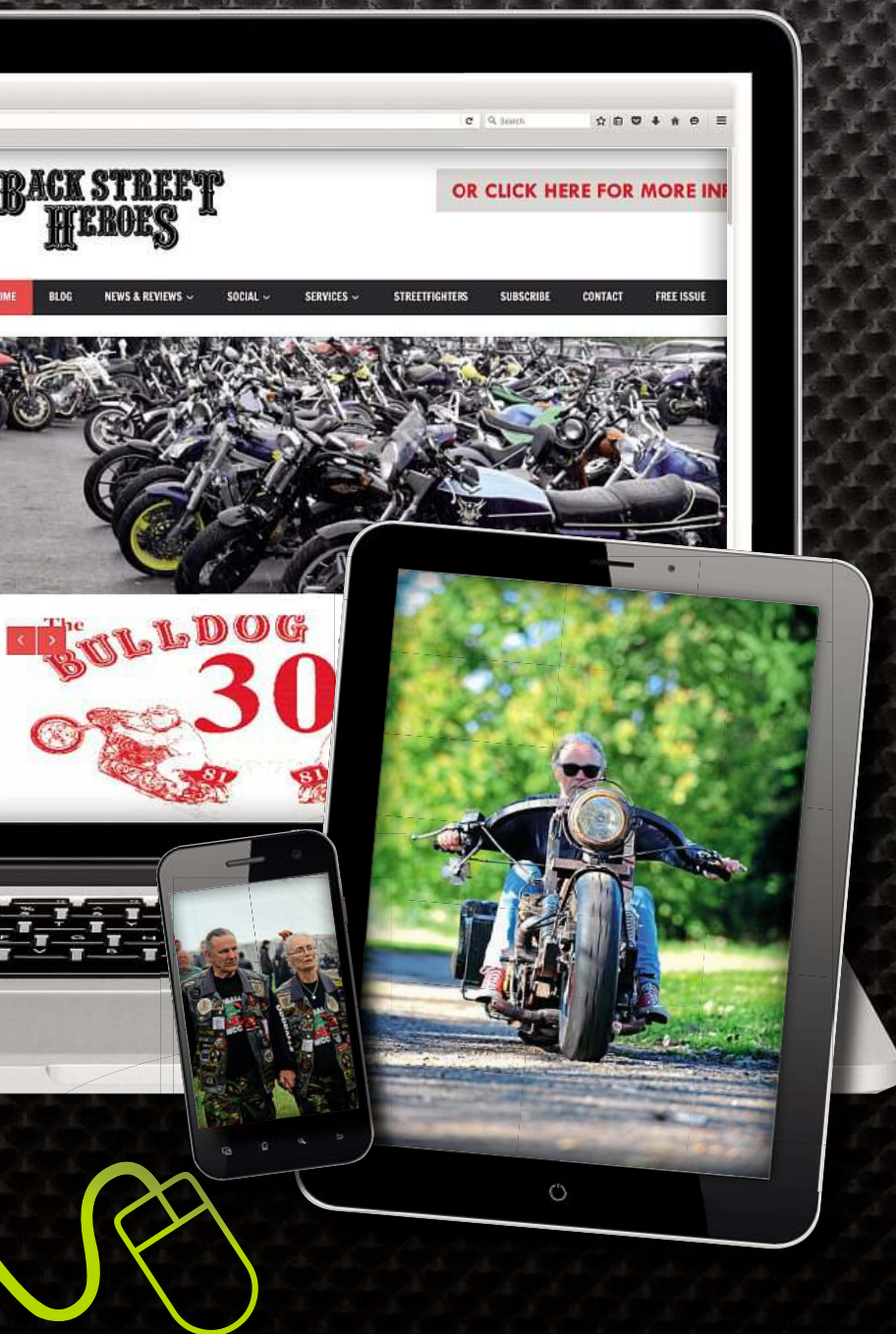
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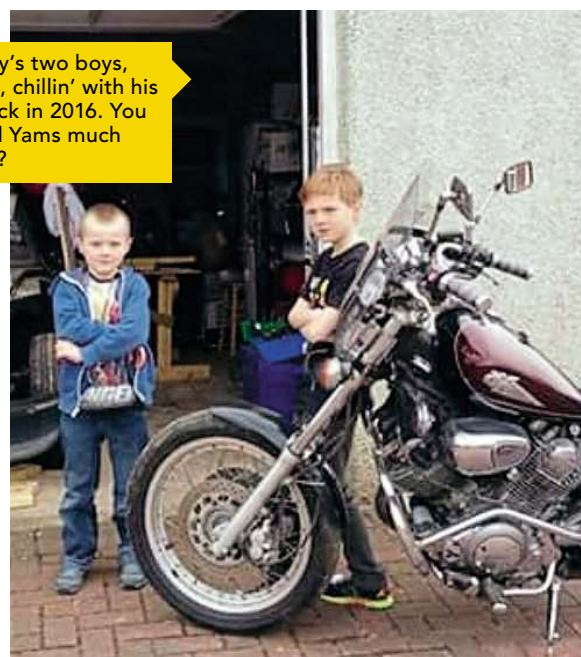
www.backstreetheroes.com

RIGHT: Chris' 1983 Yamaha TR1 has a genuine Benelli tank, a Triumph 955 shock, and XS650 wheels, and is absolutely gorgeous!

SEND PICS OF YOUR BIKE, YOUR LADY, YOUR BLOKE (BUT NOT YOUR DINNER, THIS ISN'T FACEBOOK) TO **NIK@BACKSTREETHEROES.COM**



RIGHT: Paul Ingleby's two boys, Gregor and Callum, chillin' with his old Virago 1100 back in 2016. You don't see those old Yams much these days, do you?



ABOVE: Maggie the Boston terrier approves of the result of a six-month makeover on the Drummonds' 12-year-old Buell XB9SX Lightning!

RIGHT: You know when you lose the details of a bike and just can't find them anywhere? Sorry, anyone who know who sent this pic?





Sean's insanely cool BMW V8 (with turbo!) – trikes don't get much more f**k off than this!

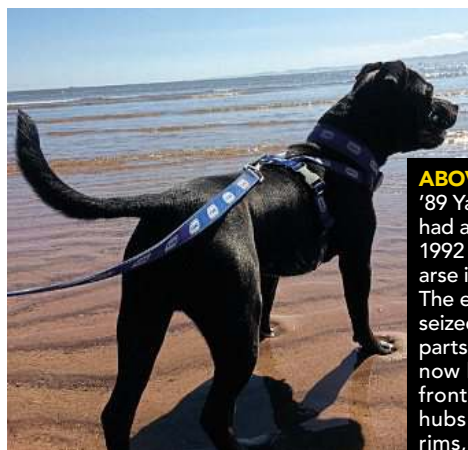


LEFT: Jamie sent this pic through with the caption: "Me and my nephew Benjamin Big Balls in Helmsley." I'm not making any comment...

ABOVE: Absolutely stunning illustration by Kev – really takes you back, doesn't it?



ABOVE: John Hackett's '89 Yamaha XT600Z Tenere had a front-end smash in 1992 and then sat with its arse in the air until 2016. The engine was completely seized and most of the parts needed some TLC. It now has a Suzuki DRZ400 front end, the original hubs relaced on to new rims, a rear hugger made out of a Kawasaki fork brace, a Kawasaki KZ125 tank, a custom oil tank, a new oil cooler, a new loom, and had a stainless exhaust. Looks way better, doesn't it?



LEFT: Dean Knight's Diversion 900 – like no Divvy 900 you've seen before!

ABOVE: Diesel, catching some rays at the beach... roll on summer, eh?

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RIGHT: Dear BSH, just thought I'd send a picture of my Ariel 'Elsie', seeing as she's had a little revamp since the feature mag. I'm never happy with my bikes and just keep rebuilding them. Cheers, Chris.

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ABOVE: Roy's rather cool period CB chopper with loads of work by Ian at Hyper Trikes and paint by Emma too. Just need to tidy that wiring up a bit now, Roy!



ABOVE: Ray's just-finished '81 Honda CB900FB has Yamaha R1 forks held in offset adjustable yokes, Suzuki GSXR SRAD swingarm and Honda CBR 600 F2 wheels. He's a precision engineer by trade, so has done all the work himself on this, his first foray into custom bike building. Stunning work!

BELOW: Very cool steampunky 'Arley at the Bum in the Mud' the other year. Pic by Ray.





ABOVE: Ken sent this recent pic of him and his youngest future son-in-law Kyle on his 125. That's now two potential future sons-in-law using the right mode of transport (the other has a streetfightered Yam 600)!



ABOVE: Wonderfully mad V8 trike spotted at Brandon Bikers' Bash – beautifully built, too!

LEFT: Richard Ryan says: "The wife wants one!" I'd be reet nervous then, Ricky!

RIGHT: I'm sure I saw this Imp-engined Beesa at Snetterton back in the early Eighties – anyone know anything about it?



LEFT: Barry Drummond says: "This is me on Frankentrike, powered by a Kawasaki Z1100, headlight is made from a bell, and it's my baby."



BELOW: Duggie W's just done this very distinctive, almost woodenesque, paint on his mate's XVS650 Drag Star. Looks ace!

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900cc, MoT until Sept, 15k miles, made to look like cafe racer, custom made, custom seat, spare engine too £2,500 ono. Tel 07768 000715 or email r.makepeace_1960@hotmail.com (Dorset).

KENT CUSTOM BIKE SHOW 1997

T-SHIRT: Camouflage black/white with the famous Kent Custom logo across breast, bought at 1997 show, worn only a few times, sadly doesn't fit me any more (size small to medium at a guess), rare & collectable now, can post upon request £20. Tel 07501 084121.



H-D SHOVELHEAD: S&S 84 cu inch engine, low miles, BDL open primary, 230 back wheel, 4-speed Andrews gears, kick & push-button start £9,750 ono. Tel 07854 377647 (Norfolk).



YAMAHA MAXIM 1100 TRIKE: Reliant axle, must go as now have a Harley, MoT Sept, £2,500 ono. Tel 01229 480486.



VW TRIKE BASIS: 1972 VW Beetle shell with V5, registered historic vehicle, solid floor-pan, complete with transmission, brakes, electrics & two standard wheels, good start for Beach Bastard or normal trike £225 ono. Tel 07795 112240 or colin@snakefreight.com (Norfolk).

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HONDA CG 125 CAFE RACER:

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TRIUMPH BOBBER PROJECT:

In bits, no engine, Triumph 500 frame with Irish reg docs, 3 new tyres, Harley split tanks/footboards/fatbob rear mudguard, BSA 8-inch single-sided front hub/forks (new stanchions)/QD rear wheel, brand new stainless spokes (still in packaging), alloy rims, handlebars, speedo, rear light etc., two boxes of other parts (too much to list), make a great bobber/custom project £1,200 ono. Tel 07501 084121 (Hants).

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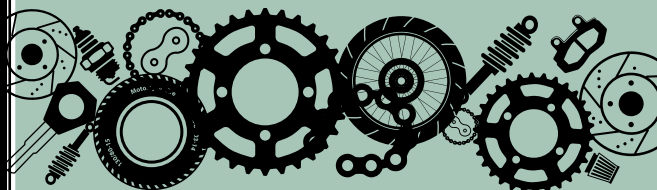
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RICK HULSE

OVER THE PAST FOUR MONTHS, MUCH OF MY TIME'S BEEN TAKEN UP WITH ORGANISING THE 28TH YOU'VE BEEN NABBED RALLY, WHICH IS TO BE HELD AT THE ROYAL CHESHIRE SHOWGROUND NEAR KNUTSFORD FROM 10-12th MAY.

BUILDING A MOTORCYCLE RALLY

This rally caters for anything up to 3,000 paying customers who come for a fabulous weekend of camaraderie, bikes, booze, music, stand-up comedy and general frivolity. From very early morning on Thursday 9th May through until the afternoon of the following Monday, there'll be in excess of 100 volunteers working hard to ensure that the event goes according to plan, and each one of them'll be utterly knackered by the end of the event but happy in the knowledge that they've been actively supporting the work of the National Association for Bikers with a Disability (NABD), and instrumental in ensuring that thousands of people have had a joyous weekend.

What may surprise some folk is the fact that 95% of the actual preparation/organisation of the event is done by just three people! The registration and organisation of volunteer marshals is dealt with by the NABD secretary, Tina Slessor, who has to organise a four-day rota of shifts, ensuring that people are placed into duties that're within their capabilities, and ensuring that people working in teams can get along together. If all that sounds fairly straightforward to you, then perhaps it's worth bearing in mind that this is all in addition to Tina's normal duties as secretary of the NABD and, of course, she also has a full-time job that she relies on to earn a living!

Almost all of the rest of the necessary preparations and organisation is down to myself and Julie Williams, the NABD office manager. Though Julie is one of the NABD's two paid employees (the other being Jane Singleton, office admin assistant), the five months leading up to the rally each year see her going way above and beyond the call of duty. She works closely with me in organising the event infrastructure such as the booking of marquees, tables, chairs, stages, generators, site

lighting, PA systems, marshals' radios, insurances, toilets, showers, fire-fighting equipment, paramedic cover, truck hire, consumable goods, 1,100 litre waste bins, waste disposal, crowd barriers, quad and trailer hire, traders, caterers, site security contractors (which we've increased this year), and a myriad other considerations that must be dealt with to make a successful event. It's not just a matter of repeating the bookings of the previous year – the event is constantly evolving, and it's long been our policy to shop around every year to ensure we get the best deals available for the NABD's main fundraising event.

Meanwhile my personal duties involve a lot of dull-but-necessary stuff such as drawing up the site plan (which changes every year), applying for seven event licences (it's complicated), drawing up event safety policies, on-site traffic policies, child protection policies, magazine advertising, online advertising; dealing with the site owners, the local council and the police, and formulating and agreeing a traffic direction policy so that the arrival and/or departure of thousands of motorcyclists, traders' trucks and hire equipment doesn't cause chaos on local roads. It's also my job to try to keep local residents on-side by ensuring our event doesn't cause them any undue nuisance or inconvenience (not the easiest of tasks).

In addition to all this I'm also responsible for finding and booking all of the entertainment, which this year includes 15 live bands, two discos, six stand-up comedians, two exotic dancers, and a children's entertainer (oh, the joys of dealing with performers...). Then I have to order and arrange delivery of £30,000-plus worth of beers, wines and spirits for our two general bars, and 50-plus real ales and ciders from a dozen micro-breweries and cider farms throughout the country for our famed Real Ale bar!

This all has to be achieved while I attend to my own company business and, together with my lovely partner Mandy, run a hospital/refuge for sick or injured wild hedgehogs. I've suffered with insomnia for many years, which may explain how I manage to juggle five jobs, but the run-up to this rally in May each year engenders nightmares of having to explain to thousands of bikers in a huge marquee that I've completely forgotten to order the beer, or that none of the bands've turned up, or why I am totally naked on stage, or worst of all, why I find myself performing while stone cold sober! Such terrifying visions invariably make any prospect of returning to the comforting arms of Morpheus a very unlikely prospect at best!

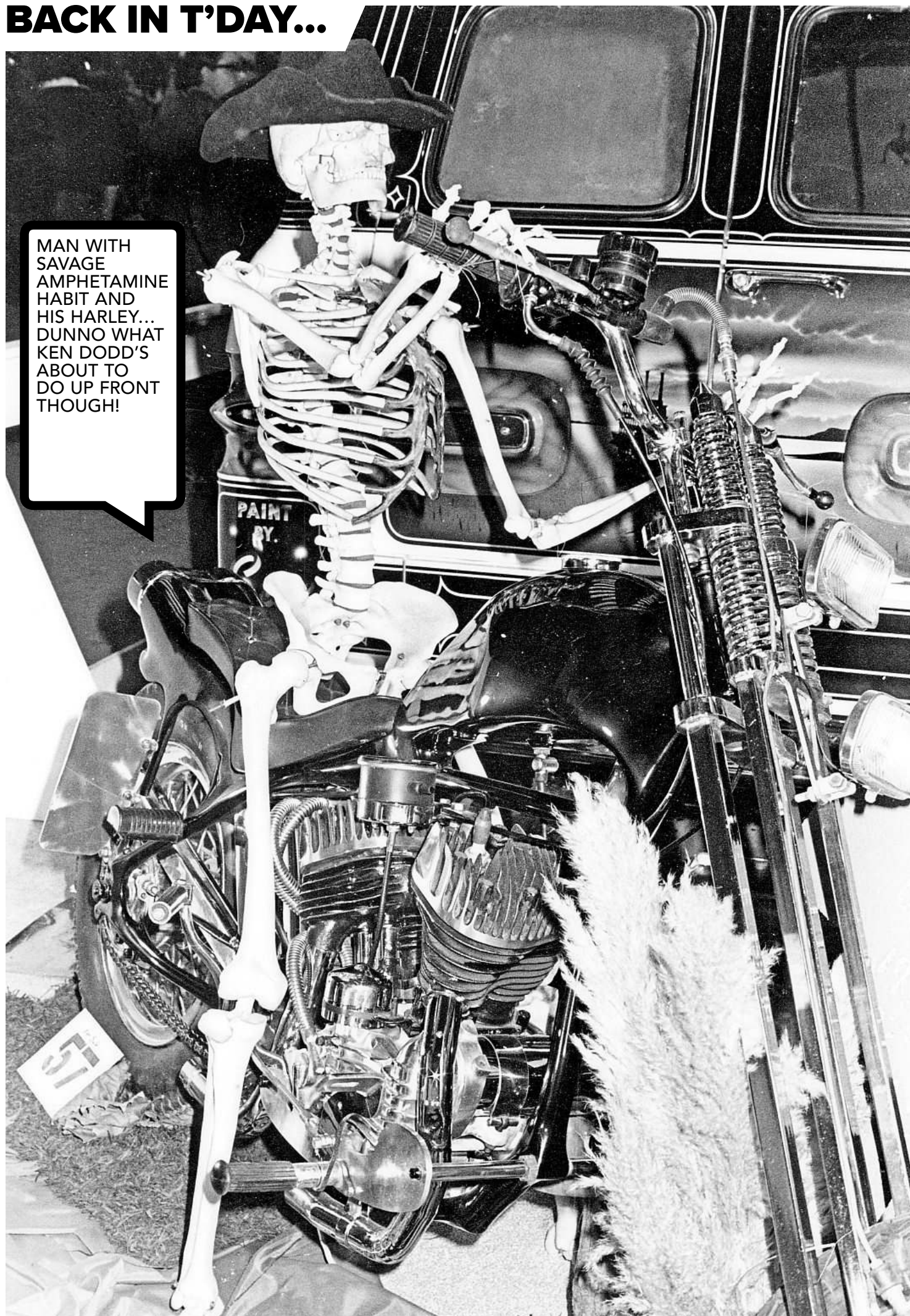
So why am I telling you all this? I'm certainly not looking for a pat on the back – I got over the need for such insubstantial motivations 20 years ago. Perhaps I'm just venting my spleen in response to the all-too-familiar criticism of events by people who have no idea what is involved in organising a motorcycle rally? I prefer to think that the main reason for me trying to explain the massive investment in time, effort, passion and money that goes into producing the NABD's main annual fundraising event is actually an attempt to sway a few more people to attend this excellent value-for-money event that exists specifically for the benefit of motorcyclists, instead of attending commercial festivals where you pay hundreds of pounds for a ticket before being royally ripped-off for beer and food by companies who are only in it for personal gain. Then again, maybe it's just because I've been on the wagon for two months, and I'm feeling a tad cantankerous!

Please see the full-page advert in this issue of BSH for full event details – you don't have to be a member of the NABD to attend, we welcome everybody. 🍻

RICK HULSE

BACK IN T'DAY...

MAN WITH
SAVAGE
AMPHETAMINE
HABIT AND
HIS HARLEY...
DUNNO WHAT
KEN DODD'S
ABOUT TO
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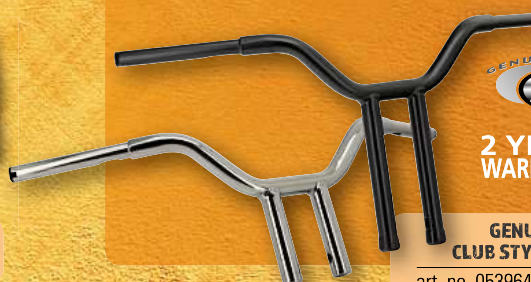
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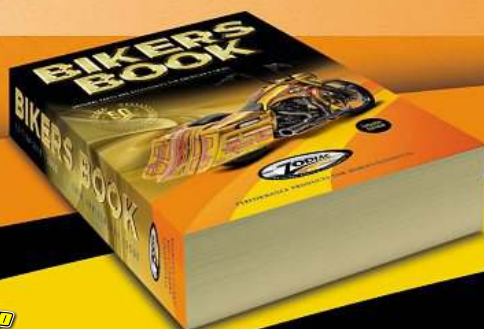
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