

November 2025 Issue: 18  
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# LFR *Biker*

THE MAGAZINE FOR **SA** MOTORCYCLING ENTHUSIASTS

**The Millyard viper:  
8000cc v10  
custom motorcycle**

**Triumphs New  
King - New Speed  
Triple RS gets  
more power and  
tech and takes  
over as Triumph's  
sporty flagship**

**Raw beast: the  
Emesco SB - 11  
prototype**

**Benda LFC700  
inline four cruiser  
with the widest  
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**Dean Harrison's rare Honda  
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# The Editor's Desk

## November 2025 Edition

As the days grow longer and the air turns warmer, we find ourselves once again on the cusp of a new season—summer is finally upon us. Here at *LHR Biker Magazine*, this time of year is always a reminder of why we ride: the open road, the freedom of the ride, and the bonds we share with fellow riders. With the November edition in your hands, we're taking you along for a ride into the heart of summer—and we couldn't be more excited.

As motorcyclists, the transition into summer brings with it a special kind of energy. The hum of the engine sounds just a little sweeter when the sun is shining, and the wind in your face feels more invigorating. Summer is not just a season for us; it's a state of mind. It's the time of year when we're able to truly embrace the open road, with fewer layers of clothing and longer hours to ride, explore, and experience all that motorcycling has to offer.

This edition is dedicated to everything that makes summer riding so unique. Whether you're dusting off your gear for the season or already out on the road, we've got you covered. We start with an exclusive feature on the latest bike models designed specifically for summer adventures. From sleek sport bikes to rugged cruisers, we take a close look at what's new and what's hot, helping you decide which bike might just be your perfect summer companion.

But it's not just about the bikes. We know that the right gear can make or break your summer experience. That's why we've also curated an in-depth review of the latest riding gear—perfect for the heat, the sun, and everything in between. Our expert testers have been out in the field, putting everything from lightweight jackets to ventilated gloves to the ultimate test, so you can make sure you're prepared for the summer miles ahead. After all, there's nothing better than being comfortable and protected while enjoying the ride.

Of course, summer riding isn't just about the gear or the machine—it's about the experiences we collect along the way. This issue features stories of riders from all walks of life who are hitting the road with a sense of adventure and a thirst for freedom. From weekend warriors seeking the perfect coastal route to long-haul riders preparing for cross-country tours, these stories are a testament to the spirit of motorcycling. I'm proud to share these journeys with you, as they remind us all of the joy that comes from being on two wheels.

Speaking of summer adventures, we've also included a special focus on the top motorcycle destinations to visit this summer. Whether you're looking for stunning mountain passes, scenic coastal roads, or hidden gems only accessible by bike, we've rounded up the best routes and destinations that will make your summer rides

# Editor's Welcome:

## Heading for Summer



Ian, Editor

unforgettable. These are the roads that call to you, the ones that you can't help but take the long way on. So, pack your bags, fuel up, and get ready for the ultimate riding experience.

For our South African readers, we haven't forgotten about the challenges and joys of riding in our own backyard. This issue brings you the latest insights into local riding conditions, bike events, and everything you need to know to make the most of the summer season right here in South Africa. From local rallies and charity rides to the best places to grab a bite after a ride, we're bringing the pulse of the South African biking community straight to you.

One of the things that makes motorcycling so special is the community. As riders, we share a bond that goes beyond just the bikes we ride. It's about the camaraderie, the respect, and the unwavering sense of brotherhood and sisterhood that defines our culture. In this issue, we've highlighted some of the incredible riders and clubs that are making waves in the motorcycling scene. These are the individuals and groups that are pushing the boundaries of what's possible on two wheels, inspiring others, and continuing to build a strong, inclusive riding community. Their stories serve as a reminder of why we do what we do—because riding is about more than just getting from point A to point B. It's about the connections we make and the experiences we share along the way.

As we move forward into this new season, it's a great time to reflect on how far we've come as a community. The challenges of the past years have only made us stronger, and our shared passion for motorcycling continues to thrive. The road ahead is wide open, and we have the power to shape our own journeys. Whether you're riding solo or with a group, whether you're a seasoned rider or just starting out, summer is the perfect time to reconnect with your passion and push the limits of what you thought was possible.

At *LHR Biker Magazine*, we're committed to bringing you the best stories, reviews, and features to keep you connected with the world of motorcycling. We hope this issue serves as a reminder of the magic of the open road, the beauty of summer, and the incredible people who make up this community.

Thank you for being a part of our journey. As always, we encourage you to share your stories with us—your rides, your experiences, your passion. We look forward to hearing from you and continuing to grow this vibrant community. Here's to a summer full of adventure, freedom, and unforgettable moments on two wheels. Ride safe, ride proud, and let's make this summer one to remember.





**Subject: Electric Motorcycles:  
The Future or a Fad?**

Dear Editor,

I recently read the article on electric motorcycles in your last issue, and I'm torn between excitement and skepticism. As a long-time rider, I can see the appeal of clean energy and the environmental benefits of electric bikes. However, my concern is the lack of charging infrastructure and the overall range of these bikes. I don't see how we can have widespread adoption unless those issues are addressed.

I'm all for innovation, but it feels like we're rushing into electric bikes without the proper groundwork in place. What are your thoughts on how manufacturers can overcome these challenges?

Regards,  
Martin "Rusty" Davis

**Subject: Rider Safety in the  
Age of Social Media**

Dear Editor,

I wanted to comment on the recent article about social media and its influence on motorcycle culture. It's fascinating to see how platforms like Instagram have brought new visibility to riders and builders, but I worry that the glamorization of dangerous stunts is having a negative impact on the community. Younger riders are

increasingly influenced by what they see online, and many are pushing themselves into unsafe situations.

We need to strike a balance between the thrill of riding and responsible behavior. I think it would be great if **LHR** could feature more content around rider safety and promote better practices while still celebrating the passion we all share.

Keep up the great work,  
Jenna Carter  
Safety Advocate & Rider

—

**Subject: Appreciating the  
Classics: A Love Letter to  
Vintage Bikes**

Dear Editor,

After reading your feature on vintage motorcycles in the last issue, I felt compelled to share my thoughts. There's something magical about the simplicity and craftsmanship of classic bikes. I'm the proud owner of a 1976 Honda CB750, and it's a reminder of when motorcycles were designed with heart and soul, not just speed and specs.

I'm concerned that modern bikes, while technically superior, have lost some of that character. Do you think we're losing the essence of motorcycling in the pursuit of high-performance metrics?

Thanks for always covering bikes with a rich history.  
Mike "Vintage Vibes" Hartley  
Classic Bike Enthusiast

—

**Subject: More Coverage on  
Motorcycle Touring!**

Dear Editor,

As someone who loves long-distance touring, I was thrilled to see your recent article on weekend getaways. However, I would love to see more in-depth pieces on extended motorcycle tours—what gear works best for multi-week trips, how to handle different climates, and tips for making the ride more comfortable over thousands of miles.

Riding cross-country has been one of the most rewarding experiences of my life, and I think many riders would benefit from more touring advice. Keep up the great work!

Best,  
Lucas Harding  
Touring Rider & Adventurer

—

**Subject: The Newbie  
Experience: Help Us Get  
Started Right**

Dear Editor,

I'm a fairly new rider (about six months in), and while I've learned a lot, I still feel like there's a lot of information I'm missing. I loved your article on first-time bikes, but I think it would be great if you could do a series dedicated to the entire new rider experience—learning proper technique, maintaining your bike, and how to connect with the riding community.

There's a lot of fear and uncertainty when you start out, and a little guidance from seasoned riders could go a long way in building confidence and skills.

Looking forward to your next edition,  
Sarah T.  
New Rider












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# Motorcycle Valhalla: The Barber Vintage Motorsport Museum



There are places that define the spirit of motorcycling — the Isle of Man's Mountain Course, Daytona Beach, and Bonneville's salt flats, to name a few. But deep in Birmingham, Alabama, lies a place where the past, present, and future of motorcycling coexist in mechanical harmony: the Barber Vintage Motorsport Museum.

To call it a museum feels almost too small a word. This isn't just a building filled with motorcycles; it's a monument to human creativity, a symphony of metal, oil, and motion — and for bikers, it's nothing short of Valhalla.



**It's easy to see why many visitors describe it as a *cathedral of speed*.**



## The Dreamer Behind the Machines

The story begins with **George Barber**, a businessman, racer, and lifelong lover of all things fast. Barber made his fortune in the dairy industry, but his true passion always lay on the racetrack. During the 1960s, he competed in Porsche 911s and other high-performance cars, chasing checkered flags across the American South.

Yet, Barber's vision went beyond racing. He wanted to preserve the soul of speed — not through trophies, but through time itself. In 1988, he began collecting motorcycles with the goal of building a living archive of the world's two-wheeled evolution. By the time the doors of his first museum opened, he had already amassed hundreds of machines.

Barber's guiding philosophy was simple: motorcycles are rolling works of art — expressions of culture, innovation, and human willpower. And like art, they deserved a home worthy of reverence.

## The Cathedral of Speed

That home now stands on **880 acres** of pristine Alabama countryside — a facility that is as breathtaking as the machines it shelters. The **Barber Vintage Motorsport Museum** spans over **144,000 square feet**, spread across five gleaming stories of glass, steel, and concrete. The museum is surrounded by the **Barber Motorsports Park**, a world-class 2.38-mile racetrack that was designed with input from legends like **Dan Gurney** and **John Surtees**.

Every October, the site transforms into a biker's paradise during the **Barber Vintage Festival**, drawing thousands of enthusiasts, racers, and restorers from across the globe. The sound of revving engines echoes through the Alabama hills, as classic Nortons, Triumphs, Indians, and Hondas take to the track once again.

Inside, the museum feels like a futuristic temple — its design both minimalist and majestic. Motorcycles are displayed not in dusty rows but on **floating platforms and vertical spirals**, each one suspended in midair as if defying gravity. Glass walls flood the space with natural light, casting a heavenly glow on the rows of polished chrome and handcrafted steel.

It's easy to see why many visitors describe it as a *cathedral of speed*.

## A Living Archive

The numbers alone are staggering. The Barber Museum houses **over 1,600 motorcycles** and **more than 50 race cars**, though only about half are on display at any given time. The rest are kept in immaculate condition behind the scenes, rotated periodically so that no two visits are ever quite the same.

The collection represents over **200 manufacturers from 20 countries**, spanning every era of motorcycling history. You'll find everything from an **1867 Roper Steam Velocipede** — one of the earliest motorcycle-like





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contraptions — to modern marvels like the **1996 Britten V1000**, the revolutionary hand-built superbike from New Zealand visionary John Britten.

Each floor tells its own story. The lower levels dive deep into the origins of the motorcycle — machines from Europe's industrial age, American board trackers from the early 1900s, and military bikes that roared across battlefields. As you climb higher, you journey through the postwar boom, café racer culture, the superbike revolution, and the rise of off-road endurance racing.

On the upper floors, you'll find the bikes that defined modern speed — machines like the **Honda RC30**, **Kawasaki Z1**, and **Ducati 916** — all displayed with surgical precision.

And then there are the legends:

- The **Vincent Black Shadow**, once the fastest production bike in the world.
- A pristine **Brough Superior SS100**, the “Rolls-Royce of motorcycles.”
- Rare racers like **Mike Hailwood's Ducati 900 NCR** — still bearing the aura of the Isle of Man TT.
- Experimental models from brands long forgotten — evidence of a time when engineers were still dreaming, sketching, and experimenting without limits.

## The Race Never Ends

Beyond the museum walls, the **Barber Motorsports Park** hums with life. The track itself is among the most technically challenging circuits in North America, hosting events ranging from the **MotoAmerica series** to **vintage racing festivals**.

It's a place where history meets horsepower — where collectors can watch their favorite machines come alive, roaring around the same grounds where they're displayed. Barber's philosophy has always been that these bikes aren't meant to gather dust. They're built to move, to roar, to live.

Even the **restoration workshops** within the museum are open for public viewing. Behind glass panels, skilled mechanics work on everything from antique singles to modern race bikes, ensuring each machine remains as close to its original running condition as possible. Every nut and bolt is treated like a relic. Every start-up, a resurrection.

## Art in Motion

To the uninitiated, the Barber Museum may seem like a vast collection of old metal and rubber. But to a rider — to anyone who has ever felt the pulse of an engine between their legs — it's something far deeper.

Each machine is a story. A piece of history forged from sweat, speed, and soul. The artistry is undeniable — the delicate pinstriping of a 1930s Indian Chief, the brutal beauty of a Norton Commando, the symmetry of a Moto Guzzi Le Mans. Even the imperfections — the patina on an old fuel tank, the oil stains beneath an aging Triumph — tell tales of journeys survived and roads conquered.

It's no wonder that architects, designers, and even sculptors frequent the museum. The way the exhibits are curated — in sweeping arcs and gravity-defying towers — transforms mechanical engineering into an aesthetic experience.

One could easily spend hours lost in a single section, absorbing the craftsmanship and design evolution that shaped the motorcycle's century-long history.

## Beyond the Bikes

The Barber Museum isn't just about motorcycles. It also boasts a world-class **Lotus race car collection**, including several historic Formula One and Indy cars. The blend of two- and four-wheeled history reinforces Barber's vision of motion as art — whether it's balanced on two tires or four.

In addition, the facility includes a **research library**, **event spaces**, and the **Barber Advanced Design Center**, which supports modern design projects and educational outreach. Students, engineers, and artists are invited to learn from the museum's examples of innovation — proving that Barber's mission is not only about preserving history but inspiring the next generation to carry it forward.

## The Spirit of Valhalla

For riders, the Barber Museum isn't just a destination; it's a pilgrimage. Walking its halls, surrounded by a century's worth of dreams on wheels, you can feel the presence of those who lived — and sometimes died — for speed. The spirit of competition, rebellion, and craftsmanship lingers in every exhibit.

There's an almost spiritual quiet in the air, broken only by the faint hum of nearby engines testing on the track. You're reminded that every machine here was once alive — its pistons pounding, tires burning, riders leaning into turns with hearts racing.

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# *The Millyard Viper: 8000cc Viper*

In the world of custom motorcycles, there are builds that impress, some that intimidate, and a rare few that completely rewrite the rules of engineering.

The **Millyard Viper V10** belongs to that last, almost mythical category — a mechanical beast so audacious that even the laws of physics seem to bend around it.

Built by British engineer and visionary **Allen Millyard**, this 8,000cc monster is powered by a Dodge Viper V10 engine that produces around **500 horsepower**.

Yes, you read that correctly — 500 horses packed into a street-legal motorcycle. What started as an impossible dream in a home garage became one of the most outrageous, awe-inspiring machines ever to roll on two wheels.





# *V10 Custom Motorcycle*





# It's mechanical poetry — a reminder that



## The Man Behind the Madness

Allen Millyard isn't your average builder. Working out of his modest home workshop in Berkshire, England, Millyard has made a name for himself as a “garage genius.” He's known for taking on projects most wouldn't even dare imagine — like grafting two Kawasaki engines together to create a V8, or hand-building a V12 superbike from scratch.

The Viper project began in 2007, sparked by an idea from his son. They had been talking about the **Dodge Tomahawk**, a concept bike built around the same V10 engine that never quite worked as a real motorcycle. “You could do better than that, Dad,” his son joked. Challenge accepted.

So Millyard did what any mad mechanical genius would do — he bought a used **8.0-litre Dodge Viper engine** online and decided to turn it into the beating heart of a motorcycle.

## Building the Unbuildable

From the start, Millyard refused to take shortcuts. There was no existing frame strong enough to hold such an engine, so he decided to **make the engine the frame**. The front subframe bolts directly to the front of the V10, while the rear swingarm attaches to the gearbox

casing itself. It's an elegant yet brutal solution — a mechanical exoskeleton that makes the engine the structural centerpiece.

Everything else was custom-made by hand: the suspension, the swingarm, the exhaust system — even the smallest brackets. There are no off-the-shelf parts on this machine.

And the suspension? Forget traditional forks. The front end uses **hydraulic rams from a JCB digger**, modified with car dampers and custom springs. The rear suspension features **Yamaha R1 shock absorbers**, recalibrated by K-Tech to handle the immense weight.

Speaking of weight — this isn't a featherweight racer. The Millyard Viper tips the scales at over **630 kilograms**, nearly double that of a Harley-Davidson touring bike. Yet despite its mass, the machine remains surprisingly balanced thanks to Millyard's meticulous engineering and clever weight distribution.

## Power, Fury, and Precision

Underneath the polished metal lies an engine that barely fits the definition of a motorcycle powerplant. The **8.0-litre V10** displaces ten times the capacity of a

typical superbike, churning out half a thousand horsepower with the kind of torque that could tow a truck.

When fired up, it doesn't purr — it **roars**, shaking the ground like a muscle car trapped inside a two-wheeled body. It's as much a sensory experience as it is mechanical — the vibration, the thunder, the sheer heat radiating off the headers.

Millyard used genuine **Space Shuttle heat shield tiles** to manage the exhaust temperatures — a detail that says everything about how far he was willing to go to make the bike rideable.

And make no mistake — this monster is very much **rideable**. Millyard himself has logged nearly **10,000 miles** on it, including a trip around the Isle of Man. He even used it to set a **Guinness World Record** for the fastest speed achieved by a motorcycle carrying a passenger: **183.5 mph**.

At Bruntingthorpe Proving Ground, the Viper clocked a verified **207 mph**, with Millyard confidently claiming it could reach **250 mph** under ideal conditions.



## Form Follows Fury

Despite its outrageous power, the Millyard Viper isn't some overdesigned fantasy machine. Its styling is raw, mechanical, and brutally honest — a celebration of engineering over cosmetics.

The bike's bodywork is minimal, its purpose clear: to showcase the massive V10 at its core. The frame gleams with industrial precision, the polished alloy accents contrasting with the black-painted



# sometimes, the wildest ideas make the best stories.

engine block. Wide tires anchor the bike to the tarmac, while the twin exhausts roar like jet engines when throttled.

Millyard says he never intended the bike to look flashy or futuristic. His goal was to make it appear **factory-built**, as if Dodge themselves had designed it. And somehow, he pulled it off — it looks entirely plausible, like an official prototype from an alternate universe where motorcycle engineers had lost their minds in the best possible way.

## What It's Like to Ride

Imagine sitting astride a bike that idles like a NASCAR and accelerates like a rocket sled. The throttle response is instantaneous — twist it slightly, and the V10 snarls to life, hurling you forward with relentless force.

Despite its weight, the handling isn't as clumsy as one might expect. Millyard's engineering ensures that the bike's mass feels low and stable. It doesn't flick into corners like a sportbike, but it's surprisingly manageable at highway speeds. The real challenge isn't steering — it's having the nerve to open the throttle.

The sound alone is addictive: a deep, throaty bellow that builds into a high-pitched scream as the revs climb. It's a sound that commands attention, one that turns every head within a kilometer radius.

## The Legacy of a Mechanical Genius

The Millyard Viper is more than a motorcycle — it's a testament to one man's genius, passion, and fearless imagination. In a world where most custom builds rely on CNC machines and corporate budgets, Millyard built his masterpiece with hand tools, experience, and pure mechanical instinct.

He didn't build it for fame or fortune. He built it because he could — because the thought of putting a V10 in a motorcycle simply

wouldn't leave his mind. And in doing so, he created one of the most awe-inspiring examples of what human hands and ingenuity can achieve.

It's a living, breathing paradox — a motorcycle that shouldn't exist, yet somehow does. A rolling monument to the notion that limits exist only to be shattered.

## The Final Word

For most riders, the Millyard Viper is a fantasy — something that belongs in dreams, museums, or science fiction. But for Allen Millyard, it's just another day in the workshop.

Every time he swings a leg over that colossal machine, starts the engine, and feels 8,000cc of fury beneath him, he proves a point — that true creativity still exists in the world of motorcycling.

The Millyard Viper is not just a motorcycle. **LHR**







RAW BEAST: THE EMESCO





SB-11 PROTOTYPE



# Its stance screams speed even at a standstill.



In the heart of Lincolnshire, England, a machine has emerged that's turning the custom motorcycle world on its head. It's called the **EMESCO SB-11 Prototype** — a ferocious fusion of retro power and modern precision, hand-built from billet, sweat, and sheer mechanical obsession.

In a time when many custom builds lean on looks over performance, the SB-11 is something different. It's not a café racer for Sunday posing or a garage queen destined for Instagram glory — it's a *purpose-built beast*, engineered to perform and born from a deep respect for raw, old-school power.

## The Beating Heart — A Reborn Legend

At its core, the SB-11 runs the heart of a legend — the engine from Suzuki's iconic **GSX-R1100**, one of the most respected powerplants in motorcycle history. But EMESCO didn't just drop in an old lump and call it done. They stripped it down, built it back up, and made it better — *a lot better*.

The original 1100 cc engine has been bored out to 1340 cc and fitted with **Carrillo rods**, **dual valve springs**, and **Yoshimura TMR carbs**. The result? Around **180 bhp** of feral, oil-cooled power, delivered through a custom-made dry clutch

unit. It's the kind of engine that snarls when it idles and roars when you twist the throttle — a mechanical symphony of old-school grunt and new-age precision.

The builders at EMESCO sum it up best: the engine is “all that's left of the GSX-R.” Everything else, from frame to swingarm, is entirely bespoke.

## Built from Billet and Madness

The SB-11 is the kind of bike that makes engineers weak at the knees. It's been designed, machined, and welded entirely in-house by EMESCO's duo, Matthew and Sam — craftsmen who live and breathe performance fabrication.

The chassis is an **engineering masterpiece**, machined from a solid billet block on a 5-axis CNC centre before being TIG-welded to perfection. The swingarm, subframe, yokes, linkage, and even the rear-sets are all custom-built from scratch. Every millimetre has been obsessed over — not just for strength and precision, but for visual appeal.

And the attention to adjustability is remarkable. The **frame geometry**, **steering head angle**, and **swingarm pivot** can all be fine-tuned, meaning riders can set the bike up for anything from café-style weekend rides to full-on track

warfare.

A hand-formed **aluminium fuel tank**, sculpted using traditional shaping tools like the English wheel and power hammer, tops off the look. It's raw, exposed, and beautiful — a nod to the craftsmanship that defines true custom building.

At just **155 kg**, the SB-11 is nearly 100 lbs lighter than the GSX-R1100 donor bike it evolved from. Pair that with 180 bhp, and you get a power-to-weight ratio that puts many modern superbikes to shame.

## Design with Intent

Describing the SB-11 visually is tricky — it doesn't fit neatly into a category. It's part muscle bike, part Moto2 prototype, part super hooligan. Every angle reveals a piece of purpose-built aggression. There's nothing ornamental here; everything serves the ride.

Its stance screams speed even at a standstill. The raw aluminium surfaces and exposed mechanics give it a stripped-down, industrial beauty — a design language that says: *if it doesn't make it faster, it doesn't belong on the bike*.

The lack of fairings or decorative panels isn't laziness — it's intention. The SB-11 wears its engineering proudly, every billet edge and weld bead visible like battle scars on a warrior. It's a bike built not to hide its power but to *celebrate* it.

## Built to Ride — Not to Pose

Make no mistake — this is not a showpiece for display stands or photo shoots. EMESCO's builders have been clear: the SB-11 was built to be *ridden hard*. With its Nitron suspension, racing geometry, and power-dense frame, this bike's natural habitat isn't the city street — it's the track.

They've even hinted at taking it to **Cadwell Park**, one of the UK's most technical circuits, to test its limits. And when they do, it won't be







# The throttle would be savage, responding instantly with a deep, metallic roar.

for bragging rights — it'll be for data, refinement, and the thrill of pushing their own creation to the edge.

Every inch of the bike is functional art. You can imagine the brutal throttle response, the razor-sharp steering, the feedback through the bars when that front wheel lifts under sheer acceleration. It's not the kind of machine that forgives hesitation — it demands confidence, precision, and respect.



## The Future of Custom Building

The SB-11 is more than a one-off. It's a *blueprint* for where high-end custom building is heading.

Rather than starting with a donor bike and working backward, EMESCO began with a **chassis kit** — something they plan to make available to other builders. It's a bold move that transforms their design from a one-time masterpiece into a repeatable, modular platform for serious fabricators and enthusiasts.

It also highlights a growing shift in the custom motorcycle world — from cosmetic “retro customs” to machines that genuinely perform. Builders like EMESCO aren't just bolting on parts and paint; they're **engineering** bikes that can stand toe-to-toe with factory superbikes.

And their use of the GSX-R1100 engine is no accident. It's a statement — that the past still has teeth. That with modern materials, machining, and design, yesterday's engines can power tomorrow's

performance bikes.

## The Cost of Greatness

Of course, greatness comes at a price. The SB-11's chassis kit alone sits around the £10,000 mark — before you even add the engine, wheels, brakes, or finishing details. This is not a budget build. It's a machine for those who understand that performance and precision don't come cheap.

But for the rider or builder who craves something truly one-of-a-kind — a machine with a soul, a voice, and an attitude — the SB-11 is worth every penny. It's a machine that reflects its maker's passion, skill, and refusal to compromise.

## Riding the Raw Beast

So what's it like to ride something like the SB-11? While EMESCO hasn't released ride footage or test data yet, it's not hard to imagine the experience.

The throttle would be savage, responding instantly with a deep, metallic roar. The lightweight frame would translate every movement of your body into motion — pure, mechanical connection. Braking would be fierce, the suspension firm but communicative. It's the kind of bike that keeps you honest; there's no traction control, no rider aids, no digital filters between you and the beast.

It's a throwback to the days when riding a powerful motorcycle was about man versus machine — only this time, the machine has evolved.

## A Statement in Metal

The EMESCO SB-11 isn't just a custom bike — it's a declaration. A message to the world that the art of motorcycle building is alive, thriving, and more sophisticated than ever.

It proves that with enough vision, skill, and a little bit of madness, you can create something that merges

form and function, past and future, art and engineering.

In a world full of mass-produced sameness, the SB-11 stands alone — a raw, untamed beast built for those who still believe motorcycles should make your pulse race before you even hit the starter button.

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# The Silver Surfer: Royal





# Enfield Himalayan Dirt Bike

In the world of off-road racing, where purpose-built machines dominate the tracks, a surprising contender has emerged: the Royal Enfield Himalayan. Known for its rugged adventure touring capabilities, the Himalayan has been transformed into a formidable dirt bike, affectionately named the "Silver Surfer." This ambitious project, undertaken by the team at 999lazer, showcases the potential of the Himalayan when combined with ingenuity and a passion for motorsport.





# *The Royal Enfield Himalayan, traditionally known for its adventure touring prowess*



## The Genesis of the Silver Surfer

The journey began with a 2022 Royal Enfield Himalayan 411, purchased for a modest £850 from a UK salvage auction. The bike had suffered accident damage, but its core components remained intact. The team at 999lazer, led by Max Hind and technician Sean Smith, envisioned turning this adventure bike into a competitive dirt bike capable of handling the grueling conditions of the Weston Beach Race, one of the UK's most challenging off-road events.

Over the course of four days, the team stripped the Himalayan down to its essentials, removing unnecessary components to reduce weight and improve performance. The result was the "Silver Surfer," a bike that retained the Himalayan's rugged charm while adopting the aggressive stance of a classic 1960s scrambler.

## Design and Build Philosophy

The build process was guided by a simple yet ambitious goal: to create a bike that could not only survive but thrive in the demanding environment of the Weston Beach Race. The team did not adhere to a strict design blueprint; instead, they made decisions on the fly, adapting to challenges as they arose. This approach led to a machine that blended modern engineering with vintage aesthetics.

The Silver Surfer's design pays homage to the golden era of off-road

racing, with its minimalist lines and purposeful modifications. The bike's appearance evokes the spirit of classic scramblers, yet it is equipped with modern enhancements to ensure competitiveness on the track.

## Performance Enhancements

To transform the Himalayan into a capable dirt bike, several key modifications were made:

- **Suspension Upgrades:** The front and rear suspension were replaced with YSS components, offering improved damping and increased ride height. This modification enhances ground clearance, allowing the bike to navigate obstacles more effectively.
- **Weight Reduction:** Non-essential components such as the ABS system, EVAP emission system, stands, and lights were removed. This reduction in weight contributes to better handling and agility on the track.
- **Engine Modifications:** The engine was tuned with a performance camshaft, a quarter-turn throttle, and a custom air filter. These modifications increase throttle response and overall power delivery.
- **Fuel System:** A Fuel X Pro system was installed to optimize fuel mapping, ensuring the engine runs efficiently under various conditions.
- **Gearing Adjustments:** Custom-made sprockets were fitted to modify the bike's gearing, providing better acceleration and top-end performance suitable for off-road racing.

- **Additional Features:** The bike was equipped with pivot pegs for improved rider control and a custom exhaust system to enhance performance and reduce weight.

These modifications transformed the Himalayan from a touring bike into a competitive dirt machine, capable of handling the challenges of the Weston Beach Race.



## The Weston Beach Race Challenge

The Weston Beach Race is a three-hour endurance event held annually on the sands of Weston-super-Mare. The race features a six-mile circuit that combines high-speed straights with challenging sand dunes, ruts, and mud holes. With over 1,000 entrants, it is one of the most demanding off-road races in the



UK.

Entering the Silver Surfer into this event was a bold move, given the bike's origins as an adventure touring model. However, the team at 999lazer believed in the bike's potential and were determined to prove that the Himalayan could excel in off-road racing.

Sean Smith, the technician responsible for the build, volunteered to race the Silver Surfer himself. His experience and

relentless obstacles testing both rider and machine.

Despite the formidable competition and the bike's unconventional setup, the Silver Surfer performed admirably. While it may not have clinched a podium finish, it completed the race, demonstrating the effectiveness of the modifications and the resilience of the Himalayan platform.

Billy Bolt, upon seeing the Silver Surfer in action, remarked, "On that

within the motorcycle community, showcasing the versatility of the Royal Enfield Himalayan. It serves as a testament to the creativity and resourcefulness of the 999lazer team, who transformed a standard adventure bike into a competitive dirt machine.

The success of the Silver Surfer has inspired other riders and builders to explore the potential of the Himalayan platform for off-road applications. It has also sparked discussions about the adaptability of adventure touring bikes in competitive racing environments.

Furthermore, the project has highlighted the importance of innovation and experimentation in motorsport. By challenging conventional norms and pushing the boundaries of what is possible, the Silver Surfer has paved the way for future endeavors that blend tradition with modern performance.

## Conclusion

The Royal Enfield Himalayan, traditionally known for its adventure touring prowess, has proven its mettle in the world of off-road racing through the Silver Surfer project. This transformation underscores the potential of the Himalayan when combined with thoughtful modifications and a passionate approach to motorsport.

As the motorcycle community continues to evolve, the Silver Surfer stands as a symbol of innovation, perseverance, and the enduring spirit of adventure. It reminds us that with creativity and determination, even the most unlikely candidates can rise to meet the challenges of the race track.

For those interested in witnessing the Silver Surfer in action, a video documenting its performance at the Weston Beach Race is available for viewing:

[Royal Enfield Himalayan 411 Flies on a Motocross Track](#)

This video captures the essence of the Silver Surfer's journey and the spirit of innovation that brought it to life.



familiarity with the bike were invaluable as he navigated the treacherous course alongside seasoned competitors.

## Race Day: A Test of Endurance

On race day, the Silver Surfer lined up alongside some of the best off-road riders in the world, including hard enduro champion Billy Bolt. The conditions were challenging, with deep sand, steep dunes, and

thing? Nah, just survive... Avoid getting stuck... And keep your eyes open down the straight, as I think you'll be going quite a bit faster than everyone else."

This endorsement from a seasoned professional highlighted the Silver Surfer's capabilities and the success of the project.

## Legacy and Impact

The Silver Surfer project has garnered significant attention





# 14 Essential Tools Every Motorcycle Rider Should Own

Whether you're a seasoned rider or a newcomer to the world of motorcycles, having the right tools at your disposal can make all the difference. From routine maintenance to unexpected roadside repairs, a well-equipped toolkit ensures you're prepared for any situation. Drawing inspiration from [JCBL Hand Tools' comprehensive guide](#), we've curated a list of 14 essential tools every motorcycle rider should own.

## 1. Socket Wrench Set



A versatile tool, the socket wrench set allows riders to tighten or loosen nuts and bolts efficiently. With various socket sizes, it ensures compatibility with different motorcycle components, making it indispensable for tasks like oil changes and brake adjustments.

## 2. Combination Wrenches



Combination wrenches, featuring an open-end and a box-end, offer flexibility in tight spaces. They're ideal for tasks that require a firm grip, such as adjusting handlebars or securing footpegs.



### 3. Screwdrivers



A set of flathead and Phillips screwdrivers is essential for removing or tightening screws on various motorcycle parts, including mirrors, panels, and electrical components.

### 4. Oil Filter Tool



Two-Way Auto-Adjusting Oil Filter Wrench is a powerful tool designed for effortless removal of even the toughest oil filters from vehicles. For easier filter removal.

### 5. Hex Bit Sockets



Hex bit sockets are designed for screws with hexagonal recesses. They're particularly useful for tasks like removing body panels or adjusting carburetors

### 6. Impact Wrench



An impact wrench delivers high torque output, making it easier to remove stubborn bolts, such as those on wheels or exhaust systems. It's a valuable tool for both home mechanics and professional garages.

### 7. Pliers



Pliers are versatile tools used for gripping, bending, and cutting. Needle-nose pliers are especially useful for reaching into tight areas, while wire cutters come in handy for electrical repairs.

### 8. Torque Wrench



A torque wrench ensures that bolts are tightened to the manufacturer's specifications, preventing over-tightening or under-tightening, which can lead to mechanical issues.



## 9. Tire Repair Kit



A tire repair kit is essential for addressing punctures on the go. It typically includes tire plugs, a reamer tool, and a CO2 inflator, allowing riders to fix minor tire issues without removing the wheel.

## 10. Chain Maintenance Tools



Chain maintenance tools, such as chain breakers and riveters, are necessary for replacing or adjusting the motorcycle chain. Regular maintenance ensures smooth power delivery and extends the lifespan of the chain.

## 11. Spark Plug Wrench



A spark plug wrench allows riders to remove and replace spark plugs, a routine maintenance task that ensures optimal engine performance.

## 12. Flashlight



A reliable flashlight is invaluable for working in low-light conditions, whether you're performing a roadside repair at night or inspecting your bike in a dimly lit garage.

## 13. Multi-tool



A multi-tool combines several functions into one compact device, offering features like knives, screwdrivers, and pliers. It's an excellent backup tool for emergency situations.

## 14. Tool Storage



A durable tool bag or box keeps your tools organized and protected from the elements. It ensures that all your essential tools are readily accessible when needed.





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CLASSIC RACERS

# Go Show's Bimota for sale

The bike remains exactly as it was when it finished mid-season in 2000. It still has the telemetry attached, and the magnesium swingarm hasn't seen any Autosol since Gobert's splash to victory. It was set to be auctioned at the MCN Show in London on February 16, with an estimated price of R1,743,000 to R2,179,000 (approx. £80,000-£100,000). If you bought it, congratulations.

Heading into the first Australian World Superbike race at Phillip Island in 2000, one thing was certain: the Bimota SB8K you see here wasn't going to win. It was powered by the underrated Suzuki TL1000 V-twin, and the bike had hardly been tested. The enigmatic Anthony Gobert had worked his magic to qualify it 11th, but the expectations were low—it wasn't expected to finish.

Then, as the bikes lined up on the grid, the rain started. Chaos ensued as teams scrambled to swap slicks for intermediates, then back to wets as weather predictions swirled. Gobert's team wanted to fit intermediates, but the Aussie rider was adamant: "Full wets." It was a bold call. By the end of the first lap, Gobert—who tragically passed away in early 2024 at just 48—had sliced through the field to take the lead. Behind him was pole-sitter Troy Corser on the Aprilia, also on wets. But Gobert was unstoppable. His soft-set-up Bimota shook its way down the straights while finding insane grip around the corners. Corser fell off trying to keep pace.

By lap seven, Gobert's lead was an astonishing 47 seconds. He lapped World Championship leader Nori Haga on lap eight, but a dry line was starting to form. No matter. Gobert slid the bike effortlessly around as his wets began to disintegrate. By the time the chequered flag waved, Carl Fogarty had closed the gap slightly, but Gobert's winning margin was a remarkable 29 seconds.

After the race, Gobert reflected: "I've raced at Phillip Island a lot, and I just felt full wets were the way to go—and luckily, I was right. I couldn't believe the lead I had after just a few laps. I thought I couldn't throw it away, so I rode really steadily in the latter stages. It's a great achievement for Bimota, and it's awesome to beat Ducati so early in the season... I think we've surprised a few people today."



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## CHASSIS #71

There were two SB8K race bikes. This is the best one – the other blew itself to bits at high speed in Japan and nearly killed Gobert by following him into a guard rail.

## VIRGINIO FERRARI

Bimota's team manager was in dispute with Ducati after being removed from the factory team. Gobert was in dispute with Ducati America over a contract. Bimota's race tuner had just been sacked from Ducati after decades of service. Motivated to beat Ducati? Just a bit.

## ENGINE

Suzuki's 996cc V-twin from the TL1000R was good for a genuine 120bhp in standard trim, but was hard to tune (Suzuki's factory team stuck to the GSX-R750). What Bimota got out of the V-twin is unknown.

## #501

This was a doomed attempt to win sponsorship from Levi's. By the time the denim makers decided against, Bimota were stuck with the number.



## FRAME AND SWINGARM

Bimota did their usual job of making the frame beautiful and effective. Note the magnesium swingarm, with its covering of magnesium oxide.



[ CUSTOM BIKES ]

# Wheelspin at 182.5mph

This issue has plenty of ace Ducatis, but surely none as crackers as this: a shed-built **turbo 998** that beat a world speed record by 18mph

“Honestly, it was absolutely terrifying,” recalls Alan Boyter, reflecting on his record-breaking run across the Bonneville Salt Flats aboard his home-built Ducati 998 turbo. “The wind pressure on your arms is exhausting, your eyeballs are bouncing around in their sockets [because there's no front suspension], your visor is coated with salt spray so you can barely see, and you're constantly feathering the throttle as it's spinning up at over 180mph.”

Despite the terrifying experience, Alan is busy adding the final touches to the bike so he can return to Bonneville and push the FIM record for forced induction, twin-cylinder, 1000cc naked bikes even higher. He averaged 182.5mph over a mile, smashing the previous record by 18mph and hitting a top speed of 188mph – all from a 20-year-old Ducati V-twin engine.

“The wheelspin and visibility were the real limiting factors, not the engine,” he explains. “So, I'm redesigning the front end to stop the salt spray from plastering my visor, and I've bought a heavy new rear wheel – it weighs over 20kg. I'm even thinking about adding ballast because the bike is so light – it's only 232kg in total.”

For Alan – a Brit who's spent the past 19 years working in the United Arab Emirates – this land-speed record attempt is the latest in a long list of extreme races. His amateur team has competed in the Isle of Man TT, the Dakar Rally, numerous endurance races, and several desert rallies. “We've always set our sights on big races,” he says. “And Bonneville was one that really appealed to us.”

The Ducati 998 engine remains remarkably stock. “I did a full rebuild – new bearings, con rods, pistons – and fabricated a custom

## FRAME

Tubing was laser-cut from Alan's CAD designs. That saved him weeks of work because he didn't have to shape the end of each tube to fit the next. Welding it up was “like a big jigsaw”.



PLAIN BUTTER 1000CC/A 192.993		
Wind: 2.0 mph from the ENE Temp: 82.5F Humid: 26% SP: 26.220 in DA: 6044 ft		
Direction	Return	Speed
Daily Run # 77		
Started: 09-09-24 12:39:19		
Segment	Time	Speed
QUARTER	5.12962	175.45155 MPH
1ST MILE	19.72127	182.54406 MPH
2ND MILE	33.48257	107.51864 MPH
3RD MILE	0.00000	0.00000 MPH
4TH MILE	0.00000	0.00000 MPH

airbox and intercooler [both necessary for the turbo]. There's also a blow-off valve, larger injectors, a Microtec ECU, and a bespoke wiring harness,” Alan explains. The turbocharger is a Garrett GBC17-250, an off-the-shelf model capable of producing up to 250bhp. “The standard 998 engine makes around 112bhp, and we were getting 182bhp from it. We were running 15psi of boost, which isn't excessive.”

However, the engine did blow on the final run. “At first, I thought the head gasket had gone,” Alan admits. “But it actually cracked a cylinder.





Surprisingly standard... except the turbo



Looking at the flats while he can still see them

## CLUTCH

A weak point Alan's got through six so far. The friction material is fine, but the steel plates warp. The team is trying to find a lock-up clutch that will fit the Ducati clutch basket.

## MATES

Alan would like to thank Jennie Stallings, Tom Richardson, Dan Sobral, Grant Wagstaff and Lady Fay Wagstaff for helping with the project.



## ENGINE

2004 Ducati 998 V-twin with a Garrett GBC17-250 turbo making 182bhp. Alan had built a supercharged Ducati before so knew what sensors he needed. "I'd been through a lot of the pain before," he says.

## POTENTIAL SPEED

With the bike's 16/33 final drive gearing and a 200/60 rear tyre, the theoretical top speed is more than 240mph. The limiting factor is traction on the salt, not power.



## SHINY AND LIGHT

Intake valves are hollow to reduce the valvetrain weight by 5%. Valves are chrome plated; finger followers have a DLC (diamond-like carbon) coating.

## CHOICES, CHOICES

Two tunes: one with 118bhp, one with 113bhp (plus a 47bhp A2-legal version). They have different gear ratios, with the latter also getting a larger alternator.

# Cheerio, desmo

Variable gubbins goes on the end of the inlet cam






# Tech

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## BEEFED UP

The con rods are “more robust” to further improve reliability. With a meatier flywheel, inertia is up by 12% for easy low-speed control.



We didn't notice at first, but the salt spray coated the oil cooler, causing the engine to overheat. Also, we did two runs close together without giving the engine enough time to cool down between them.”

Alan designed and built the bike's chassis himself. “The goal is to minimize the frontal area, so I've aligned the front wheel, rider, and engine in a straight line. The twin-fork design is based on a concept from the 1930s. There are eight bearings, but it keeps the forks low. Normal forks would have been too high because the yokes are above the wheel.”

“Starting is really unstable since you're lying flat with just your tiptoes touching the ground,” Alan

continues. “But once you get going, it's incredibly stable. And yes, it was terrifying, but not terrifying enough to stop me from wanting to do it again.”

As a lifelong Ducati enthusiast, I must admit, I'm feeling a bit conflicted about the new V-twin engine. Primarily because it's taken a significant step away from Ducati's most revered tradition: the desmodromic valve gear. For many, this technology is the hallmark of Ducati's engineering excellence – and as someone deeply passionate about engines, it's hard to see this iconic feature being replaced.

Desmodromic valves eliminate traditional valve springs by using a rocker from a dedicated closing cam for valve return. This system, although difficult



and expensive to produce, offers many advantages, from improved performance to more compact packaging. Fabio Taglioni, Ducati's legendary engineer, introduced the desmodromic system to address challenges faced by V-twin engines in the 1960s, particularly the weight of large valves compared to the smaller valves found in multi-cylinder engines like those from Honda.

Ducati is the only manufacturer to have mass-produced desmodromics, and they've remained a central element in Ducati's racing success.

In fact, Ferrari even consulted Ducati on valve train technology, and Ducati's continued use of desmo valves in MotoGP shows their ability to beat even the likes of pneumatic valve springs – a technology that, while impressive, is not suitable for mass production.

Despite my deep admiration for desmodromics, I'll try to remain objective when discussing Ducati's new V2 engine. This new engine is notably lighter than other Ducati V-twins, as one would expect from a more modern design.

The valve springs are likely lighter than the desmodromic components, though I doubt the difference is substantial. The new engine features inlet cam phasing, which is an interesting development. But it's not the first time Ducati has used cam phasers – the Testastretta DVT already incorporated them for both inlet and exhaust camshafts.

There are two variants of the New V2, which differ primarily in tuning and gearbox ratios. The engine also boasts gear-specific maps, knock sensors for low-octane fuel, and all the typical electronic features you'd expect. In terms of packaging, the water pump is mounted on the front cylinder head, with a water/oil heat exchanger positioned inside the Vee of the engine. Additionally, the rockers have a diamond-like coating, which may help reduce friction compared to desmodromic systems.

To provide some perspective, I've analyzed the performance metrics of three current water-cooled Ducati V-twin engines: the Superquadro (100mm bore x 60.8mm stroke, 955cc), the Testastretta (94mm x 67.5mm, 937cc),

and the New V2 (96mm x 61.5mm, 890cc). All three engines share the same basic combustion system – four valves per cylinder, naturally aspirated with port fuel injection – and all are water-cooled.

Let's first look at outright performance.

All three engines have similar mean piston speed (MPS) at maximum power, with the New V2 showing the highest MPS.

This is to be expected, as it's a revvy engine, with peak power being reached at the same speed as the Superquadro, but with a longer stroke. The Superquadro has the highest brake mean effective pressure (BMEP) at both maximum torque and power, which is an important metric that reflects how much pressure is being applied to the piston throughout a single stroke. Essentially, the higher the BMEP, the better the engine's performance.

Next, we can compare the ratio of peak power BMEP to peak torque BMEP. Peak torque will always be higher, but this ratio gives an indication of how well an engine holds its performance across the rev range.

The Superquadro leads in this category, followed by the Testastretta, with the New V2 trailing behind. This suggests that while the New V2 might benefit from the cam phaser technology, it doesn't quite hold up in terms of

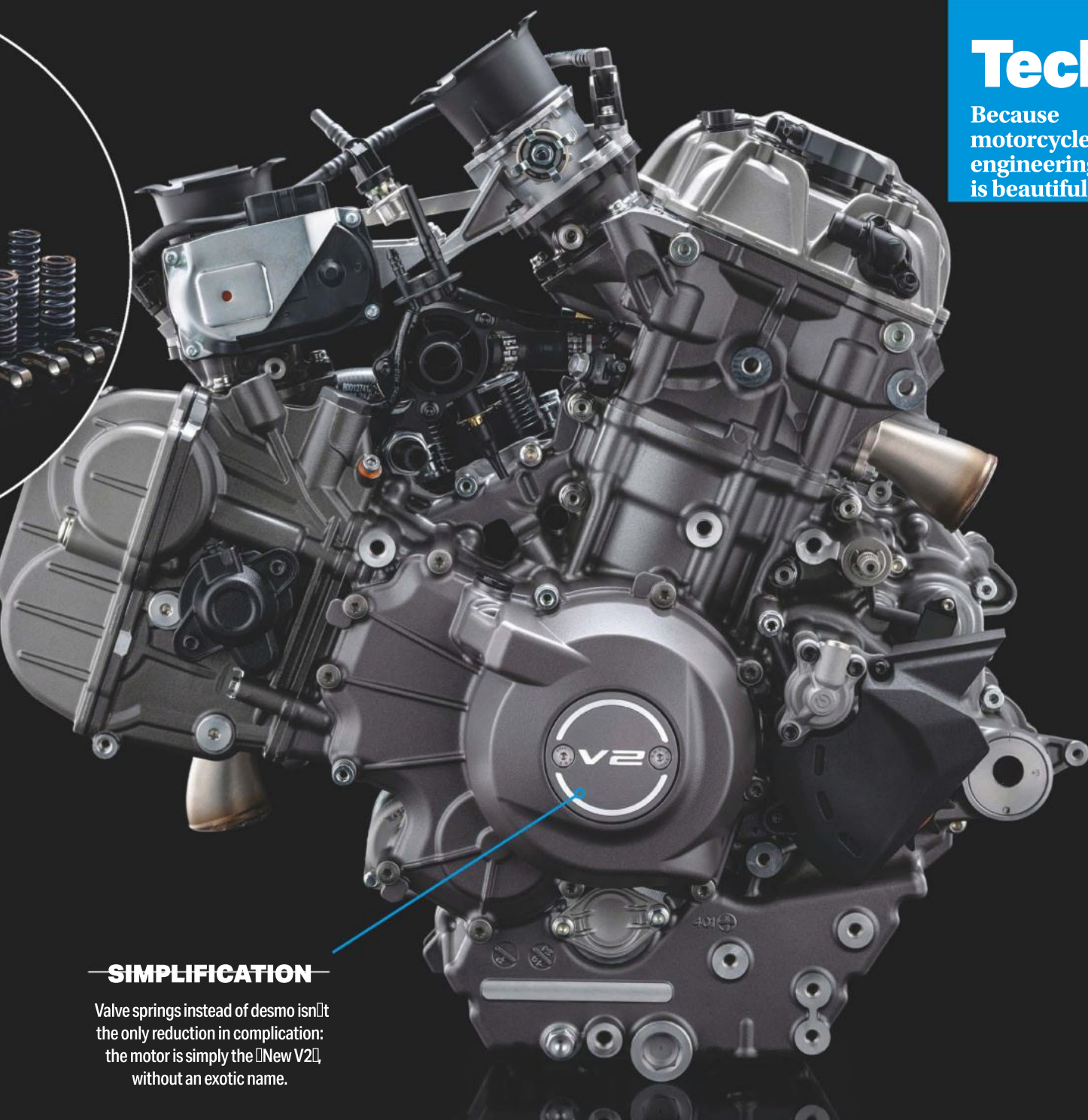


**‘The New V2 is a revvy thing, with the same peak power speed as the Superquadro’**

How Ducati's new V2 stacks up

Engine	CC	Power						Torque			Ratio of BMEPs	Ratio of rpms	Torque Curve Shape Factor
		kW	bhp	bhp/l	rpm	BMEP (bar)	MPS (m/s)	Nm	rpm	BMEP (bar)			
Superquadro	955	114	152.9	160.1	10750	13.32	21.8	104	9000	13.68	0.97	0.84	1.16
Testastretta 11°	937	81	108.6	115.9	9000	11.53	20.3	93	6500	12.47	0.92	0.72	1.28
New V2	890	88	118.0	132.5	10750	11.03	22.0	93.3	8250	13.17	0.84	0.77	1.09





## SIMPLIFICATION

Valve springs instead of desmo isn't the only reduction in complication: the motor is simply the "New V2", without an exotic name.

overall efficiency and power delivery when compared to the older engines.

Ultimately, while the New V2 is a significant step forward in Ducati's engine development, it remains to be seen whether it can truly surpass the performance and legacy of Ducati's iconic desmodromic V-twins. The introduction of cam phasers and lightweight design elements show progress, but for those who have long been fans of Ducati's engineering, the shift away from desmodromics feels like a departure from the brand's storied past.





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**When every brother you once swore loyalty to is behind bars, when every operation you built is compromised, and the law is closing in with nowhere left to run, only one truth remains: no empire, no matter how ruthless, lasts forever. For the Comancheros Motorcycle Club, the largest outlaw biker network in Australia and New Zealand, that reckoning came violently, publicly, and decisively.**



# The Untold Story of the Comancheros' Deadliest Outlaw Biker Empire

## From Brotherhood to Empire

The Comancheros were born in Sydney in 1966, founded by William George Ross, a man whose vision was as raw and uncompromising as the motorcycles that would define the club. From the outset, the gang operated with military-style discipline, embracing brutality as both a tool and a message. Their rise was punctuated by infamy: the 1984 Miler massacre, where seven lives were lost in a gunfight with the rival Bandidos, and the 2009 Sydney airport murder of Anthony Zervas, each incident a stark reminder of the club's lethal capacity.

But the Comancheros were not just a violent motorcycle gang; they were a criminal corporation in leather jackets. Over decades, they transformed from a local gang into a sophisticated transnational network, leveraging connections to international cartels, money laundering channels, and a structure that combined intimidation with business acumen.

By the 2010s, the Comancheros had extended their reach into New Zealand, exploiting the opportunity presented by Australia's Section 501 deportation policies. Thousands of convicted criminals, including hardened gang members, were sent back to their countries of origin, creating fertile ground for the Comancheros' expansion. Among them was Pascilica Nofahu, a former sergeant-at-arms of the Australian Comancheros, whose arrival in New Zealand in 2018 would set the stage for an unprecedented criminal empire across the Tasman Sea.

Unlike local gangs such as the Mongrel Mob or Black Power, the Comancheros brought global

experience, advanced money-laundering networks, and direct access to Mexican drug cartels. By 2019, they had established one of New Zealand's most powerful organized crime groups, controlling significant portions of methamphetamine and cocaine distribution and operating with a level of sophistication that local police had rarely seen.

## Empire in the Shadows

The Comancheros' operations were industrial in scale. Under their structure, members paid commissions of \$5,000 per kilogram of drugs sold, funneled upward to leadership to fund expansion, weapons, and even military-style training. These weren't petty criminals; this was an army built for control, wealth, and war.

However, the very complexity that made the Comancheros formidable also exposed them to law enforcement. By 2024, Operation Avon had dismantled their South Island operations in New Zealand, seizing drugs, cash, firearms, and property valued at nearly \$2 million, and arresting every patched member of the Christchurch chapter. Around the same time, Operation Tentfield in Queensland uncovered a \$760 million cocaine network and arrested the Brisbane chapter's vice president.

By early 2025, almost every Comanchero leader was either in prison or under investigation. Only one man remained at large—the national vice president in Auckland—linked to multi-million-dollar drug shipments. His eventual arrest on April 8, 2025, marked the end of the Comancheros' dominance in New Zealand. Assistant Commissioner Paul Basham described it as a

“significant milestone” in dismantling one of the country's most dangerous criminal networks.

## The Architecture of Crime: Han Aayek and the Aussie Cartel

While the Comancheros' New Zealand chapter was crumbling, back in Australia, figures like Han Aayek were redefining criminal ambition on a global scale. Intelligent, strategic, and ruthless,



Aayek climbed the ranks of Australia's underworld by forging alliances with Chinese triads and powerful enforcers like Dodd Duru of the Comancheros. His rise was not marked by violence alone but by calculated expansion, turning gangs and cartels into a multinational syndicate later known as the Aussie Cartel.

By 2008, Aayek's operations had been linked to the biggest methamphetamine and ecstasy seizure in Western Australia's history. Yet, he eluded capture by moving his empire offshore, first disappearing entirely from Australia, then establishing a lavish base in Istanbul, Turkey. There, he lived extravagantly—luxury cars, private jets, and high-end holidays—while continuing to orchestrate drug importation



# Comancheros: Australia's Empire

money laundering, illegal gambling, and human trafficking on a scale that rivaled legitimate corporations.

Yet, as with the Comancheros, his network's sophistication became its Achilles' heel. Flaunting his wealth online through social media posts by his wife left digital breadcrumbs that authorities used to track him down. Aayek's downfall, like that of the Comancheros, underscores a simple truth: no empire, however



powerful, is immune to collapse when arrogance clouds judgment.

## Queensland: The Next Battlefield

While New Zealand's Comancheros were neutralized, the gang's influence remained potent in Australia. By the early 2020s, Queensland had become a simmering cauldron of biker violence. The death of Shane Bowden sparked a vicious turf war between the Mongols and the Finks, escalating into firebombings, assaults, and public attacks. In this chaos, the Comancheros quietly maneuvered, targeting Brisbane and the Gold Coast as their next expansion points.

Their strategy was strategic, not reckless. Rather than engage in open warfare with rival gangs, they offered defections to weakened chapters of the Bandidos and the Rebels Motorcycle Club, enticing members with financial incentives and international connections. By 2024, at least six high-profile Rebels had patched over, consolidating the Comancheros' presence across Australia.

Territorial control and lucrative drug markets worth hundreds of millions were at stake. The suburban streets of Binley and Bethania became flashpoints for tit-for-tat shootings, stolen getaway cars set ablaze, and a public now caught in the crossfire. The Comancheros' timing was calculated: rivals were fractured, law enforcement resources stretched, and international criminal ties provided operational leverage.

## Club Justice and the Price of Loyalty

Outlaw motorcycle clubs are defined by loyalty, discipline, and a strict code that binds members in secrecy and obedience. To leave is not merely a matter of personal choice—it is an act of betrayal. Leslie “Lethal Les” Grantham, a former sergeant-at-arms of the Comancheros, became a chilling example of this reality in May 2025.

Found outside Rockingham General Hospital with gunshot wounds and burns deliberately inflicted over his club tattoos, Grantham's attack was a calculated act of internal punishment. Club tattoos are sacred symbols of loyalty, identity, and belonging; their deliberate burning transforms brotherhood into instruments of pain. For law enforcement, the attack revealed the brutal precision

with which the Comancheros enforced loyalty. Surveillance footage, vehicle swaps, and meticulously planned timing all pointed to sanctioned, military-like club justice.

Grantham survived, but his physical and emotional scars serve as a reminder of the club's ruthless culture. Police Commissioner Colonel Blanch described the attack as “callous” and emblematic of the uncompromising nature of outlaw motorcycle justice. Across Australia, similar acts of retribution have been carried out against members who defy leadership, attempt to leave, or pose a threat to the organization. The message is clear: loyalty is non-negotiable, and betrayal is met with calculated violence.

## The Mechanics of Power

The Comancheros' structure combined hierarchy, discipline, and international criminal connections. Leaders like Nofahu in New Zealand and Aayek in Australia leveraged global networks, advanced communication methods—including encrypted cipher phones—and complex money-laundering schemes to maintain operational control. Commissions on drug sales funded expansion, firearms procurement, and military-style training for members. Their reach extended from street-level operations to global narcotics trade, yet their very success created vulnerabilities that law enforcement exploited.

Operations like Nova, Avon, Tentfield, and Morpheus demonstrate the coordinated intelligence sharing and surveillance that brought the Comancheros' empire to its knees. From luxury vehicles and cash seizures to arrests of top leaders and



# “a permanent reminder of what happens when brotherhood is replaced by empire”

dismantling of South Island chapters in New Zealand, the combined efforts of national and international law enforcement proved decisive.

## The Fall of an Empire

By 2025, the once-untouchable Comancheros were crippled. In New Zealand, Nofahu remained behind bars with a projected release date of 2028, refusing to renounce the gang. In Australia, the network of the Aussie Cartel led by Aayek was being dismantled piece by piece. Across both nations, the combination of operational overreach, arrogance, and international law enforcement coordination ensured that criminal empires built on fear and secrecy could no longer operate without consequence.

Yet, the legacy of the Comancheros persists. Their story is written in blood, loyalty, and terror—a testament to the power, greed, and ultimate cost of life outside the law. For civilians caught in gang conflicts, the danger is immediate and visible: suburbs turned battlefields, shopping centers caught in shootouts, and the psychological impact of living under the shadow of organized crime.

## An Era Ends, A Warning Remains

The Comancheros' downfall represents more than just the collapse of a single gang; it marks the end of the age of untouchable outlaw motorcycle empires in Australasia. Every encrypted message could be decoded, every dollar traced, and every “brotherhood” built on crime was doomed to crumble.

Queensland remains on edge, with the Mongols, Rebels, Bandidos, and remnants of the Comancheros' network positioning for the next conflict. High-ranking positions within these gangs carry lifelong obligations, and attempts to leave are often met with calculated, brutal

enforcement. The attack on Leslie Grantham, with burns methodically inflicted to erase his identity, serves as a stark warning to any who consider defection.

The Comancheros' story is not merely a tale of criminal ambition; it is a cautionary narrative of intelligence overshadowed by pride, loyalty enforced through violence, and empires ultimately undone by the very structures that made them powerful. Their legacy is etched in the streets of Sydney, Auckland, and Brisbane, a permanent reminder of what happens when brotherhood is replaced by empire, and when living outside the law exacts a price too steep to pay.

## Conclusion

From Sydney to Auckland, from clandestine meth labs to luxury hideouts in Istanbul, the Comancheros built a criminal empire unparalleled in Australasian history. Strategic, disciplined, and ruthless, they leveraged both fear and intelligence to dominate drug markets, control territory, and extend influence across borders.

Yet in the end, the law caught up with them, as it always does. Digital traces, international cooperation, and operational overreach proved fatal. For the Comancheros, every alliance, every criminal venture, every show of power became a vulnerability. And as Leslie Grantham's ordeal illustrates, in the world of outlaw motorcycle clubs, loyalty is absolute, betrayal is unforgivable, and justice is delivered with fire, bullets, and unflinching precision.

The Comancheros may have fallen, but their story serves as a stark reminder: no empire, no matter how violent or sophisticated, can escape accountability forever. And for those who remain in the world of outlaw motorcycle gangs, the price of freedom—should they seek it—may be higher than death itself.





# Half-pint hooligan

New **KTM 390 SMC R** brings a refreshing dash of lunacy to the A2 licence-friendly party

In an alternate world where we can all indulge in an array of bikes, the KTM 390 SMC R would surely have a spot in many garages. As a machine built for wheelies and skids, it's hard to beat: 154kg (11kg lighter than the 390 Duke), 44bhp, and packed with premium components.

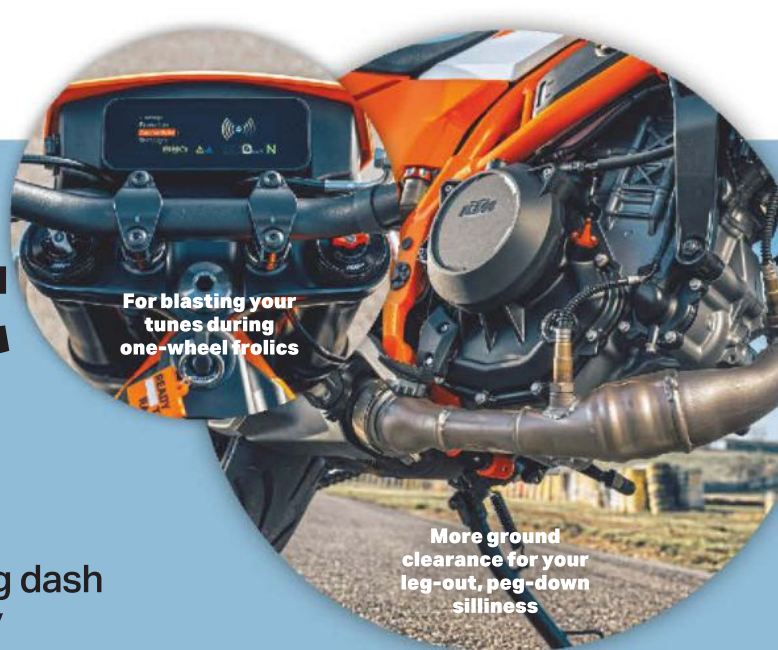
While much of the SMC R is new, it clearly has its roots in the 390 Duke. For instance, the engine is the same high-revving DOHC single, but with a redesigned airbox that allows it to sit higher, improving ground clearance and giving the rider more freedom to move. The new exhaust saves 2kg over the Duke's, and cleverly tucks the silencer under the engine.

## ELECTRONICS

Two rider modes — Street and Sport — plus ABS and traction control. In Sport mode you have three ABS levels to choose from, depending on your rear wheel skidding plans.

## SCREEN

New 4.2in TFT adds a touch of class in this category. You also get phone connectivity.



The frame looks similar to the Duke's but has been adjusted for more of a supermoto feel—such as a 2° more relaxed steering head. KTM claims the frame's 'rigidity profile' has also been modified. The rear subframe is a fresh bolt-on design tailored for the one-piece saddle—expect to see this on the new 390 Adventure too.

Aside from these changes, the rest is identical to the 390 Duke: 43mm WP Apex suspension (adjustable for compression and rebound damping), a nine-litre fuel tank, a 320mm front brake disc with radial caliper, and a slipper clutch as standard. A quickshifter is available as an option.



## ENGINE

A bore of 89mm and stroke of just 64mm means the 399cc motor is a proper screamer. Peak power is 44bhp, peak torque is 29 lb.ft.



# Benda LFC700





# inline four cruiser with the widest production rear tire



**I**n the fiercely competitive world of cruiser motorcycles, where tradition often reigns supreme and every new model must wear its badge of heritage with pride, the Benda LFC700 arrives with a defiantly modern credo: be bold, be different, and let the design speak for itself. Crafted by the Chinese manufacturer Benda, the LFC700 sets out not just to deliver a ride—but a statement. For a motorcyclist immersed in culture, style, image and the machine itself (you know who you are), this machine offers rich material for both reading and riding.



On the road, expect presence over nimbleness. the road, expect presence over nimbleness.

## Design and First Impressions

From the moment you approach the LFC700, its presence is undeniable. The most eye-catching feature is the gargantuan 310/35-18 rear tyre—the widest-in-class production rear tyre at the time of its launch. This isn't a subtle cruiser; it's one built for attention. The front end, with its circular intake (which masquerades as a headlamp but is in fact the air intake for the engine's airbox) adds a touch of futuristic theatre. The actual lighting setup is tucked into blade-shaped side cowls, giving the bike a low-slung, muscular stance.

Mechanically, Benda hasn't skimped: the bike uses a cast-aluminium chassis, a long wheelbase (67.7 inches or about 1,720 mm), and serious suspension in the form of KYB 41 mm USD forks up front and an adjustable monoshock (or dual-chamber air shock in the "Pro" version). On the braking side, twin 320 mm discs with Brembo radial four-piston calipers up front, and a 260 mm disc at the rear, promise stopping performance rather than mere styling. What this means for you as a rider: you'll arrive somewhere on this machine with emphasis.

Whether joining a club ride around Cape Town's coastline or pulling up in a café in Johannesburg, the LFC700 broadcasts "serious machine" from first glance. At the same time, it's not attempting to replicate a vintage cruiser look—this is modern, angular, unapologetic. In a magazine context, it photographs beautifully.

## Heart & Soul: Engine, Chassis and Ride Character

At its core, the LFC700 brings a

One reviewer noted that the power delivery is "docile enough to get used to,"



somewhat rare engine configuration for its segment: a 676 cc inline-four unit. Yes, you read that right—a cruiser that swaps the more common V-twin or parallel twin for a four-cylinder layout. Output is quoted at around 85 hp and 60 Nm (44 lb-ft) of torque, though actual figures vary by region (79-92 hp in some markets). It's not a superbike, but it carries the muscle cruiser badge with authenticity.

The ride position reinforces cruiser ease: the seat height is about 696 mm (27.4 inches) in standard trim, making it accessible for many riders. But the weigh-up arrives quickly: a curb weight of approximately 287 kg (632.7 lb) means this is heavy, and the ultra-wide rear tyre adds to the visual—and physical—mass. The suspension and braking hardware are competent; the question is: how does it handle in the real world?

especially since there are no ride-modes or traction control to worry about.

**In other words:** it's raw, direct, and you engage with the throttle and chassis more than electronics and rider aids. For the purist rider who dislikes electronic wizardry, that may be a plus; for someone used to full electronic suites, it may feel a little pared-back.

On the road, expect presence over nimbleness. This is a machine built to move in style—not to dart through tight corners with sportbike agility. On long, straight roads or sweeping coastal bends, the LFC700 will shine; in tight urban traffic or on rutted backroads, its size and weight become factors to respect.

## Features, Ergonomics & Usability

In terms of features, the LFC700 offers a solid base: a



# What does it cost to own something unique and imported

five-inch TFT display with Bluetooth connectivity, USB and 12V sockets, LED lighting,



backlit switchgear, and Bosch dual-channel ABS. The build quality seems commendable for the price-point. The “Pro” version adds enhancements like adjustable seat height via a dual-chamber air shock (650–729 mm) and a slightly narrower rear tyre (300/35-18) for a bit more practicality. What you won’t get: traction control, cruise control, multiple ride modes. That’s part of the trade-off for the pricing and the character of the machine. For many riders it’s acceptable: if your goal is presence and a visceral ride, you may not care about the latest safety suite. But given the South African riding environment—with variable road surfaces, sometimes unpredictable traffic and extended rides—the absence of electronic assists is something to be aware of. Ergonomically, the low seat height helps accessibility; the long wheelbase gives highway stability; the wide rear tyre gives

flair. Pillion accommodations may be modest given the cruiser styling, and manoeuvring at low speeds or in tight parking areas may require conscious effort due to the weight. Practicality for daily commuting or regular two-up touring isn’t the primary mission here—it’s more weekend warrior, style cruiser, club show machine.

## Market Position & Pricing Considerations

Pricing in the UK at launch: £9,199 (approx US\$12,300) for the standard model. The US launch is being lined up, with filings for the 2026 model year underway. Given the hardware, design and uniqueness, the LFC700 offers strong “value for image” rather than maximum “spec for dollar”. When you compare with other cruisers in the \$12,000 price-bracket, some may offer more power or more features. But none may offer quite the same throwback-meets-futuristic styling.

In a South African context, where import duties, taxes, servicing infrastructure and parts supply all play into the total cost of ownership, those factors need to be scoped.

**One valuable angle is:** “What does it cost to own something unique and imported—and is the statement worth it?” For many readers, sometimes the “cool factor” and club-ride talk outweigh raw numbers.

Comparing with other cruisers: there are machines offering higher power or broader tech suites, but they may lack the “stand-out” factor. The LFC700 is less about pure spec and more about character. If I were advising a buyer: if you value image, want something different,

and ride for weekend style and club culture more than daily duty, this bike makes sense. If your ride is daily commuter traffic, rugged roads, heavy pillion duties, then one of the more established cruisers might be a better all-round match.

## Strengths – What Makes the LFC700 Shine

### • *Distinctive styling:*

The wide rear tyre, inline-four engine, low profile and design theatrics make it a magnet for attention. If you ride in the social side of motorcycling, this machine works.

### • *Hardware above expectation for price:*

The use of Brembo brakes, KYB suspension components, aluminium chassis are all indicators of serious engineering intent.

### • *Accessible rider ergonomics:*

Low seat height, cruiser stance, relatively relaxed upright posture—all help make it approachable for many riders.

### • *Alternative to the mainstream:*

In a field of V-twins, parallel twins and familiar styling, the LFC700 gives something different—ideal for a feature story or special ride. Cultural fit for lifestyle: In club rides, photo shoots and social rides, the bike’s image aligns well with the





“presence” and “brotherhood/sisterhood” aspects of motorcycle community.

### Weaknesses & Real-World Considerations

**Weight & handling trade-off:** At 287 kg curb weight and with a massive rear tyre, the bike won't feel agile in tight scenarios or surprise with nimble cornering like a sportbike or lighter cruiser. **Limited electronics & rider aids:** The absence of traction control, ride modes, cruise control may matter to riders used to feature-rich machines, or those who ride long hours or in variable conditions. **Practicality for daily use:** If you use your bike for heavy commuting, mixed surfaces, frequent pillion rides, or need ultra-reliable local parts/support, this may be a compromise.

### Brand & support network:

As a relative newcomer in many export markets, Benda's local dealer, parts and after-sales ecosystem may not yet be on the level of established Japanese/European brands. In South Africa especially, import/support costs may factor.

### Power vs cost comparison:

While the 85 hp range is decent, there are rivalling machines which might offer more outright performance or tech. So you're trading certain numbers for aesthetics and uniqueness.

### Fit for the South African Rider & Market Context

For South African riders—especially those immersed in motorcycle culture, magazine features, club events, social rides—the LFC700 has serious appeal.

**Picture this:** a weekend ride from Cape Town through the Winelands, a stop in Hermanus for lunch, arriving on a machine

that turns heads, snaps for social media and becomes part of the story. That's its strength.

But to make it work you'll want to evaluate some specifics:

**Service/parts:** Are there local Benda authorised dealers? Are parts stocked or must they be imported? What are typical waiting times in SA?

**Cost of ownership:** Import duties, tax, shipping, local registration—how much more than list price will you pay?



**Road conditions:** South Africa has a mix of urban traffic, highway blasts and sometimes rougher secondary roads. Can the bike handle local surfaces well? The wide rear tyre may look great, but how will it fare in potholes or gravel-edge roads?

### Pillion and touring usage:

If your riding includes two-up club trips, long distance tours, or frequent pillion, the cruiser design and weight may limit versatility.

In short: if your emphasis is weekend rides, style, cruiser culture, social visibility—that fits. If you need daily every-day

performance, tech sophistication, broad dealer network—then you may need to weigh those priorities.

### A Cultural Snapshot: What It Says About the Cruiser Scene

The LFC700 is not just a motorcycle—it is a symbol of transition in the global cruiser market. Where once cruisers were almost exclusively V-twin traditions, heritage brands, American design cues, this machine comes from a Chinese

manufacturer, features an inline-four engine, ultra-wide “sport-car” rear tyre, and aims at global markets with aggressive styling. The message: the cruiser category is evolving.

For riders in South Africa and around the world, this matters because it reflects open possibilities: identity shift, design change, statement over heritage. In magazine culture, this is rich ground: “Meet the cruiser that breaks the rules”,

“What the widest rear tyre in production means for biker culture”, “Chinese manufacturer enters global cruiser arena—what does that do to





brand loyalty and club identity?"From a rider's perspective, this bike invites conversation: Are you riding tradition or innovation? Are you riding a machine that blends cruiser ease with sport styling? Are you making a statement or just going for comfort? The LFC700 allows you to explore those questions.Final VerdictSo here's the bottom line: if I were to hand over a verdict for the LFC700 in the context of lifestyle, magazine feature, and real-world riding, I'd say:

**Image & presence:** Excellent. If your riding, your social circle, your events are as much about being seen, being part of the community, making an impression—this machine delivers.

**Performance & hardware:** Good. The engine, suspension, brakes are respectable, especially considering price. But don't expect sportbike-level agility or full electronics.

**Practicality:** Moderate. Less ideal for heavy commuting, rough surfaces, parts scarcity, long pillion tours. More ideal for weekend blasts, club rides, style-rider usage.Best fit: A rider who values style, who enjoys the social and cultural side of motorcycling as much as the mechanical, who wants something out of the ordinary and doesn't mind making a few compromises in return.



# *Honda's Isle of Man TT Replica Fireblade*





*is super rare — only 12 will ever exist*



In the high-stakes world of motorcycle racing, few events carry the same legend as the Isle of Man TT. For 2025, Honda has tapped into that legend in a bold and exclusive way—crafting just 12 units of a special “Dean Harrison Replica” version of its Fireblade SP superbike, a machine born from triumph at the TT and honed for road riders who want more than just plain performance. With its full race livery, bespoke kit and exclusive status, this special Fireblade presses the intersection of racing DNA and street credibility.





## A Championship Pedigree

In the 2025 TT, MotoGP-style engineering and raw rider determination combined in the figure of Dean Harrison. He bagged two Superstock TT victories, posting a blistering 135.692 mph (218.375 km/h) lap on the final lap of Race 1—marking the third fastest ever lap in TT history. These victories came after he joined Honda in 2024, delivering wins four and five of his TT career. With that as the backdrop, Honda's decision to produce this replica edition is not just bluster—it's grounded in performance, heritage and exclusivity.

The base machine, the Fireblade SP, houses a 1,000 cc, water-cooled inline-four riding in an aluminum diamond frame. In standard form it already packs an assertive specification: Öhlins Smart EC semi-active suspension, Brembo Stylema R front calipers, and Honda's two-motor throttle-by-wire system. This replica takes that already sharp platform and dresses it in race-ready exclusivity.

## What Makes the Replica Special

Beyond the already stellar hardware of the Fireblade SP, the Dean Harrison Replica delivers several

unique touches. Each of the 12 machines is adorned in full race livery mirroring Harrison's machine on the Mountain Course. A numbered headstock plaque confirms exclusivity. Buyers receive a selection of Honda Genuine Accessories: taller screen, rear seat cowl, HRC oil-filler cap, GB Racing engine-covers, Evotech radiator guard, paddock-stand bobbins and high-performance Metzeler tyres. As a further statement piece, the deal includes a Shoei X-SPR Pro helmet in matching livery, personally signed by Harrison himself.

Pricing is steep: in the UK the machine carries a retail tag of £26,749 (approximately US \$35,700 at current exchange rates). Given only 12 will ever exist, and given its direct link to TT success, exclusivity is baked in.

## Engineering & Hardware

Under the fairings and livery is a machine that legitimately delivers: the Fireblade SP platform underscored by championship ambition. The inline-four 1,000 cc engine reportedly produces ~215 hp and 113 Nm (83.3 lb-ft) of torque in this tune. The aluminum diamond frame, semi-active Öhlins suspension, Brembo Stylema R brakes and high-end electronics package mark this not just as a

visually exclusive bike—but an engineering tour de force.

From a rider's perspective, the Fireblade DNA is one of precision, razor-sharp handling and outright ability. The replica version inherits all of that, but adds the intangible: provenance, showroom presence and collector-value.

## Why It Matters to Riders & Culture

For a community of riders who value machines as much for what they represent as for how they ride, the Dean Harrison Replica hits multiple notes. It says: "I ride something with TT winning DNA." It also says: "I value exclusivity, I appreciate race heritage, I want more than just speed." From a lifestyle and culture narrative, it's compelling. In the South African motorcycle scene—where premium bikes, club events, photo features and heritage hold weight—this machine becomes more than a bike; it's a statement piece.

## Could It Work in South Africa?

In practical terms, owning one of the 12 globally (and possibly only in the UK market) means several considerations for South African riders: import eligibility, service/parts support, resale value, exclusivity. But if you're a rider with the means and the mindset, and you're involved in high-end motorcycle events, features and social culture, the machine checks many boxes: exclusivity, brand prestige, race heritage, visual optimisation for shoots and presence.

You'd want to check:

- Is the machine officially available/importable in South Africa, or must it be privately imported?
- What will servicing and parts availability look like for a rare, limited-edition



# While the bike is road-legal and usable, it isn't a casual cruiser.



Only 12 machines, direct TT winner link, headstock plaque, signed helmet.

- **Top-tier hardware:** 215 hp, semi-active suspension, Brembo brakes, impeccable chassis.
- **Editorial & culture appeal:** For any motorcycle magazine feature, this is a show-stopper.
- **Road-racer crossover:** From race track to street—bridging those worlds gives it appeal for serious riders.

## The Trade-offs

- **Accessibility & practicality:** High power, sharp geometry and exclusivity may mean firmer ride, less forgiveness, higher maintenance cost.
- **Cost of ownership:** Premium price, limited production, possibly import and parts premium especially outside primary markets.
- **Niche use-case:** For someone seeking relaxed long-haul touring, commuting in heavy traffic, or extensive pillion usage, there might be more suitable machines.
- **Collector vs rider value:** Given its rarity and premium status, some owners may prefer to preserve it rather than push it to its full road potential, which might alter the ownership mindset.

machine?

- Will the exclusivity translate into resale value or collector appeal locally?
- Do you truly benefit from the performance or is the statement value the primary driver?

## Ride Character & Experience

When mounted aboard, the Fireblade SP's DNA is unmistakable: aggressive stance, razor-sharp chassis, full superbike ergonomics even in road guise. It demands respect—throttle coordination, suspension setting, rider focus. The replica's additional accessory kit (screen, carbon covers, signed helmet) doesn't change the character, but heightens

the ownership experience: picture a rider pulling in to a premium motorcycle club event in Cape Town, the number plate shining, the livery catching the setting sun, the story behind the bike sparking conversation.

While the bike is road-legal and usable, it isn't a casual cruiser. This is a machine built for performance and statement. If you ride for café-buzz, weekend blasts, photo shoots and owner-pride, it fits beautifully. If you ride daily commuter miles, mixed surfaces, frequent two-up touring, the Fireblade's intensity and price tag may feel more “collector piece” than “everyday weapon”.

## Strengths in the Balance

- **Heritage & exclusivity:**





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**OFFERS**

Steve's had a few over the years. Legendary dealer Clive Padgett made an offer at the NEC bike show but dropped his price when he got back to Yorkshire!

**ENGINE**

Twin crank V4 499cc two-stroke with YPVS exhaust powerválves. Steve has regularly turned it over on the kick-start to stop it seizing but it's never been started.

**PILLION COWL**

Twin crank V4 499cc two-stroke with YPVS exhaust powerválves. Steve has regularly turned it over on the kick-start to stop it seizing but it's never been started.



[NEW OLD STOCK]

# One VERY careful owner

Steve Brankston has just sold his zero-mile Yamaha RD500LC on eBay for R872,000 (approx. £36,100). The bike, which he bought back in 1985, has remained completely untouched since then. When Steve first bought it, he was in his early 20s, and it was an impulse purchase that almost drained his finances. "I bought it from Webbs in Lincoln when I was 22," Steve recalls. "I had a 350LC that I used for daily commuting, and when I saw the RD500LC, I knew I had to have it."

The RD500LC was priced at £3250, and Steve took out two loans—one from the Yorkshire

Bank and another through Webbs—to afford it. "A bit cheeky, I know, but I was desperate," he admits. He hired a van to transport the bike home, still wrapped in factory plastic to protect the bodywork. "I tried to sneak it into the house while my parents were out, but it wouldn't fit through the hall, so it ended up in the garage."

With the pressure of two loans, Steve struggled financially for a while. "I couldn't afford to insure it, so it just sat there in the garage. But I loved knowing it was mine," he says. Over the years, Steve's financial situation improved, and he could finally afford to use the

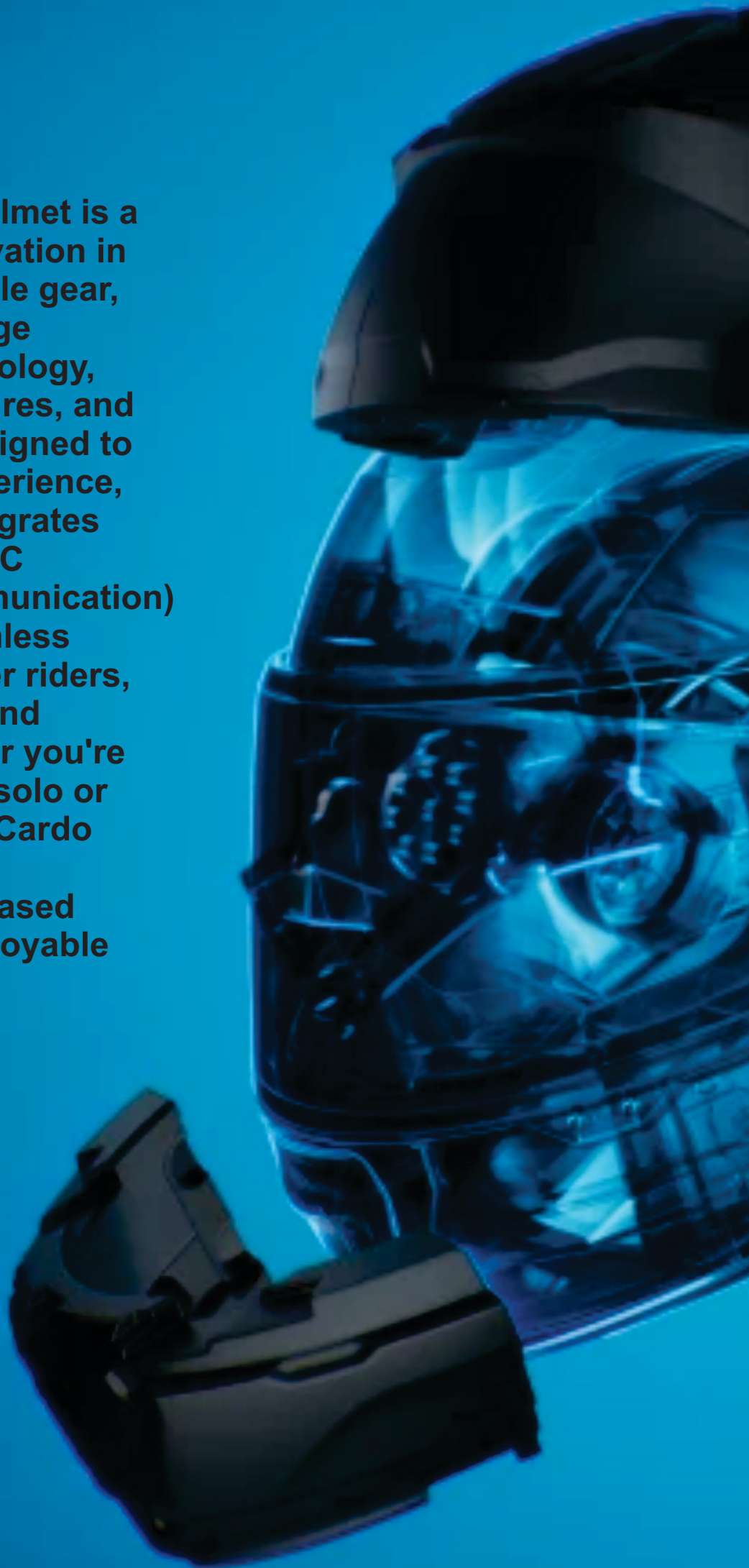
RD500LC. But by then, Yamaha had stopped production, and the bike was considered too valuable to risk riding. "It stayed in the garage, and the only time it left was when it was on display in Webbs for a year."

Steve says parting with the bike wasn't easy, but it had been on his mind for a while. "Last year, my wife and I were both quite unwell, and that pushed me to finally consider selling it. I've got an R1M, a VMAX, and a Honda Monkey, so I'm not short of bikes," he adds.

**'I couldn't afford to insure it. But I loved the fact it was mine'**



**The Cardo Beyond Helmet is a groundbreaking innovation in the world of motorcycle gear, combining cutting-edge communication technology, enhanced safety features, and superior comfort. Designed to elevate the riding experience, this smart helmet integrates Cardo's advanced DMC (Dynamic Mesh Communication) system, offering seamless connectivity with other riders, navigation systems, and smartphones. Whether you're hitting the open road solo or riding in a group, the Cardo Beyond ensures clear communication, increased safety, and a more enjoyable ride.**







cardo



# *The Cardo Beyond Helmet: A Game-Changer in Motorcycle Communication and Safety*

Motorcycle helmets have come a long way from being simple protective gear. With advancements in technology, helmets have transformed into smart devices that can enhance rider safety, communication, and even the riding experience itself. One such innovative product is the Cardo Beyond Helmet, a cutting-edge, smart helmet that brings a host of features designed to enhance motorcycling in every way possible.

Cardo Systems, renowned for its advanced Bluetooth communication technology, has been at the forefront of revolutionizing motorcycle communication devices. The Cardo Beyond is their latest offering, which integrates seamlessly with their established communication systems but also introduces some unique features that push the envelope even further. From the design to its functionalities, the Cardo Beyond helmet redefines what we can expect from the next generation of motorcycling helmets.

## **A New Era in Smart Helmets**

The Cardo Beyond helmet represents the culmination of years of research and development in the area of rider safety, communication, and overall riding experience. It stands out in a crowded marketplace of smart helmets by blending cutting-edge features with practical usability. At its core, the Cardo Beyond helmet is designed to provide a communication solution that enhances rider safety while making the riding experience more enjoyable and seamless. The helmet includes integrated

communication technology powered by Cardo's DMC (Dynamic Mesh Communication) system, allowing riders to stay connected to their group, receive navigation instructions, listen to music, and much more — all without being distracted from the road.

## **Revolutionary Communication Technology**

One of the standout features of the Cardo Beyond helmet is the integration of Cardo's renowned DMC technology. Unlike traditional Bluetooth communication systems that rely on pairing individual devices, DMC allows for a self-organizing mesh network that automatically connects all riders within range. This means that there's no need to manually pair devices or worry about connectivity issues. Once the system is set up, the communication network will stay active and reliable, even if a rider moves in and out of range.

This technology enhances the rider's experience by ensuring they are always connected, whether they are riding with a

group or just need to stay in touch with a passenger. DMC is particularly useful for group rides where communication is key, as it allows for a stable and constant connection without interruption. Riders can communicate effortlessly, share important updates, or simply chat with fellow motorcyclists.

The Cardo Beyond also supports a wide range of features that enhance its communication capabilities. Riders can receive GPS navigation directions, take phone calls, listen to music, and even connect with voice assistants. The system can be controlled via intuitive voice commands, allowing riders to maintain focus on the road while still interacting with their device.

## **Advanced Noise Control**

Motorcycle helmets are notorious for their noise levels, especially at high speeds. The wind and engine noise can be overwhelming, making it difficult for riders to hear important instructions or communicate effectively with their group. The Cardo Beyond helmet





# The Cardo Beyond supports Siri and Google Assistant, allowing riders to control their helmet and other devices with just their voice.



addresses this issue with its advanced noise-canceling technology.

Cardo has integrated Natural Voice Processing (NVP) into the helmet's system, which significantly reduces the background noise and enhances voice clarity. This means that even at higher speeds, the rider can enjoy clear communication with other riders, GPS prompts, or phone calls without the need to raise their voice or struggle to hear through the noise.

Additionally, the Cardo Beyond features Windshield Noise Technology, a feature that further minimizes wind noise and ensures that the rider's communication is crisp and clear. This allows the system to work efficiently even in the most challenging riding conditions, such as on highways or during inclement weather. Seamless Integration with

### Other Devices

The Cardo Beyond helmet is not just about communication; it's about enhancing the overall riding experience. One of the ways it achieves this is through its seamless integration with other devices. For instance, the helmet allows for direct connection to smartphones and GPS devices via Bluetooth, making it easy to receive navigation instructions, listen to

music, or even make calls while on the road.

Moreover, the Cardo Beyond supports Siri and Google Assistant, allowing riders to control their helmet and other devices with just their voice. This hands-free functionality enhances the convenience and safety of riding, enabling the rider to stay focused on the road while accessing important information or adjusting settings on their devices.

This connectivity is further amplified with Cardo's Cardo Connect app, which allows riders to customize their helmet's settings, adjust the equalizer for music playback, manage call settings, and even set up communication groups for specific rides. The app's user-friendly interface makes it easy to manage all of these features without the need for complex setup procedures.

### Design and Comfort

Beyond its technology, the Cardo Beyond helmet also takes rider comfort and design into consideration. Its lightweight construction ensures that the helmet does not add unnecessary strain to the rider's neck, which is particularly important during long rides. The ventilation system is designed to maximize airflow and minimize heat buildup inside the helmet, providing a more comfortable experience even on hot days. Cardo has paid close attention to ergonomics, ensuring that the helmet fits snugly and securely while still providing ample comfort. The interior padding is designed to

be soft yet supportive, and the liner is removable and washable for easy maintenance. The aeroacoustic design of the helmet minimizes wind resistance and reduces noise levels, contributing to the rider's overall comfort.

Additionally, the Cardo Beyond comes with a high-quality chin curtain and sun visor, both of which add to the helmet's usability and safety. The sun visor is particularly useful for preventing glare from the sun, and the chin curtain helps to further reduce noise and provide a more secure fit.

### Safety Features

Safety is always the top priority when it comes to motorcycle gear, and the Cardo Beyond helmet does not compromise in this regard. The helmet is built with a composite shell that provides a high level of impact resistance while remaining lightweight. The internal padding is designed to absorb shock effectively, reducing the risk of injury during an accident.

The Cardo Beyond is also equipped with reflective elements, which increase the rider's visibility, especially when riding at night or in low-light conditions. This added visibility can help other road users spot the rider more easily, improving overall safety on the road.

The integrated communication system also contributes to safety by allowing the rider to stay connected to their group or passenger in case of an emergency. In the event of an accident, the rider can quickly communicate their location or request help without having to stop or remove their helmet.



# Beyond helmet is a testament to their commitment to rider safety and innovation.

## Battery Life and Charging

One of the common concerns with smart helmets and communication systems is battery life. The Cardo Beyond helmet addresses this concern with a long-lasting battery that offers up to 13 hours of continuous talk time. This means that riders can go on long trips without worrying about their helmet losing power midway through the ride.

For added convenience, the Cardo Beyond comes with a rapid charging system that provides up to 6 hours of talk time after just a 20-minute charge. This is a game-changer for riders who need to top up their battery quickly before heading out for another ride.

The battery is also easily removable, allowing for straightforward charging via a USB-C port. This makes it convenient for riders to charge their helmet overnight or during rest stops, ensuring that they are always ready to ride.

## Versatility and Compatibility

The Cardo Beyond helmet is designed to be compatible with a wide range of motorcycle communication devices and accessories. It can be paired with other Cardo units as well as non-Cardo Bluetooth headsets, making it an adaptable choice for riders who may already have communication systems in place.

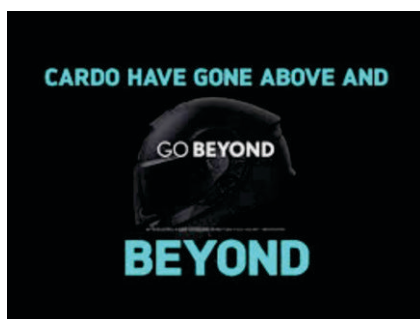
Moreover, the helmet is suitable for a wide range of riders, whether they are on cruisers, sportbikes, or touring motorcycles. The versatility of the Cardo Beyond ensures that

it can meet the needs of various riders, whether they are looking for advanced communication technology or simply a comfortable, high-performance helmet for their rides.

## Conclusion

The Cardo Beyond helmet is a remarkable leap forward in the evolution of motorcycle helmets. It combines state-of-the-art communication technology, advanced noise control, superior comfort, and robust safety features in one package. Whether you are riding solo, with a passenger, or as part of a group, the Cardo Beyond enhances every aspect of the experience.

Cardo Systems has proven once again that it is at the cutting edge of motorcycle communication, and the Beyond helmet is a testament to their commitment to rider safety and innovation. With its intuitive voice control, crystal-clear communication, and high-tech features, the Cardo Beyond is set to be a game-changer in the world of motorcycling helmets. Whether you're looking to stay connected on long rides, improve safety, or simply enjoy the thrill of the ride with less distraction, the Cardo Beyond helmet delivers on all fronts, offering riders a new level of freedom and functionality on the road.



## NOVEMBER IS

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# BIKERS

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# Triumph's new king

New **Speed Triple RS** gets more power and tech and takes over as Triumph's sporty flagship

## ELECTRONICS

Same five modes (Rain, Road, Sport, Track and Custom), same quickshifter, cornering ABS and traction control. But now with massive range of suspension adjustment plus new brake slide control, and anti-wheelie.

## TRACK READY

New steering damper (track riders complained about a flighty feel) and Pirelli Diablo Supercorsa SPV3s should mean easy fast group pace for those with skill.

After experimenting with the faired Speed Triple 1200RR, Triumph has returned to its naked roots with the new Speed Triple 1200RS. Essentially, it's a reimagined version of last year's RR — offering a modest boost in power and torque, upgraded suspension, several subtle refinements, and, notably, no front fairing. With the RR now discontinued, it seems its sales never truly gained traction.

The previous 1200RS used manually adjustable suspension, but this new model debuts Öhlins' latest EC3 semi-active system — the same advanced setup found on Honda's Fireblade SP. Unlike the older EC2's needle valve, the EC3 uses a spool valve that reacts faster and provides a wider adjustment range. "The extra range means we can dial in even more comfort," says Triumph's Chief Engineer, Stuart Wood. "It's listed as 'Cruise Support' in the menu. For a sportsbike, the 1200RS offers remarkable comfort — and when you want performance, it's instantly available." Triumph claims that, in its softest mode, the vertical force transmitted through the suspension is reduced by an impressive 78.7%.

Like the EC2 system, EC3 lets riders specify how they want the suspension to behave instead of manually adjusting compression and rebound damping. "Instead of adjusting damping and hoping it gives you what you wanted," Wood explains, "you tell the bike what you want — more support mid-corner or under braking — and the system works it out. It's like having a race technician built into the bike."

The OBTi (Objective Based Tuning Interface) software divides suspension control into seven parameters: front firmness, rear firmness, braking, acceleration, initial acceleration, cornering, and cruising. Each can be adjusted from -5 to +5 using sliders on the 5-inch TFT display, controlled via Triumph's familiar joystick on the left switchgear. A new four-stage anti-wheelie system also allows fine-tuning of front-wheel lift.

Beneath the tank, the 1160cc triple engine has been retuned to meet updated emissions standards while adding 3bhp and 2.2 lb-ft of torque. "We've refined it not only for power but also for smoother throttle response and better efficiency," says Wood. A redesigned exhaust improves gas flow and centralises mass while remaining fully compliant.

**'Tell the bike your desired outcome, it decides how to achieve it. It's like talking to a race technician'**





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## *Events*

**NOV  
2025**



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## **Biking Events Calendar**



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Villiersdorp Showgrounds

22 – 25 January 2026

GATES OPEN @ 12:00PM, Thursday

R250 PRE-ENTRY / R300 LATE/GATE

ENTRY

R150 – MADALA ENTRIES

**PRE-ENTRIES CLOSING DATE: 10 January 2026**

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ID NUMBER: \_\_\_\_\_

POSTAL ADDRESS: \_\_\_\_\_

CLUB: \_\_\_\_\_ CONTACT NUMBER: \_\_\_\_\_

RIDER: ☐ PILLION: ☐ EMAIL ADDRESS: \_\_\_\_\_

SHORT SLEEVE T-SHIRT @R200 (XS – 2XL) SIZE:

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I acknowledge that participation in this rally is undertaken entirely at my own risk. I hereby agree to indemnify and hold harmless the organisers and their representatives from any and all loss, damage, injury, or liability (including third-party claims) arising from or associated with my attendance. This includes, but is not limited to, any loss or damage to my person, property, motorcycle, or vehicle.

I agree to comply fully with all rules and instructions issued by the organisers and their representatives. I understand that firearms are strictly prohibited, and that unacceptable behaviour may result in removal from the premises. I confirm that I have read and understood the foregoing instructions as well as all information provided on the entry form.

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**PLEASE WRITE YOUR NAME, SURNAME AND CLUB AS REFERENCE.**

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ACCOUNT NAME:	NOBS
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SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_



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**28-30  
NOVEMBER  
2025**

**CC RIDERS KIMBERLEY PRESENTS ANNUAL**

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- 2 LUCKY DRAW ENTRIES

### **R300** GATE ENTRY FULL PASS

- INCLUDES METAL BADGE
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Fun & Games

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Concourse

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Class 1300/1400

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Burnout Competition



Lucky Draw consists of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Cash Prizes



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**29 NOVEMBER 2025**  
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Strictly No Under  
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**Date: 7 November 2025**

**Time: 7pm - 2am**

**Entry fee: R80**

**Venue: Goodwood Sports  
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**OUDTSHOORN**

**MAIN PRIZES**  
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**FROM 1 OCTOBER**

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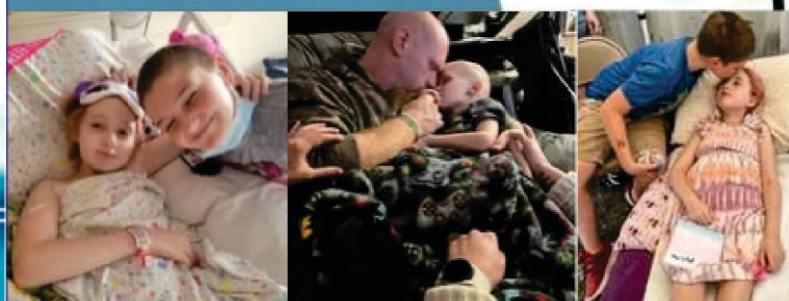
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