

FEBRUARY  
14-15-16

# MCN

EXCEL  
LONDON

# MOTORCYCLE SHOW GUIDE

YOUR FREE 36-PAGE OFFICIAL GUIDE AND FLOORPLAN

# 55

**MOST-WANTED  
BIKES OF 2014**  
SEE THEM ALL AT SHOW



**STARRING**

- HONDA BLADE SP ● BMW R NINE T
- YAMAHA MT-07 & MT-09SR
- BMW R1200GS ● KTM 1290 SUPER DUKE R
- DUCATI 899 PANIGALE ● HONDA VFR800

**ALL-STAR  
LINE-UP**

**FOGGY AND HIS TITLE-  
WINNING BIKES  
DUNLOP, HUTCHY,  
McGUINNESS, WHITHAM  
IN LIVE SHOW  
CHARLEY BOORMAN  
NICK SANDERS  
BRADLEY SMITH**





ANDY  
CALTON  
EDITOR

## WELCOME

**E**ver wondered how Michael Dunlop can keep it flat to the stop through Barregarrow? Or how John McGuinness feels about getting oh-so-close to beating Joey Dunlop's record number of TT wins?

Have you been stumped by Triumph's lack of small bikes or lack of a big, 1000cc sports bike? Have you struggled to get your suspension set up just right or sat bruised and befuddled about your complete lack of ability off road?

All of these conundrums can be laid to rest when you visit the Carole Nash MCN London Motorcycle Show! With the very best TT racers in the world on hand for all three days and WSB legend Carl Fogarty and MotoGP hotshot Bradley Smith there on the Friday; pretty much any race related query can be answered.

With every major manufacturer showing their incredible offerings for 2014 you can also go fact-finding for 'that' next bike!

Among the horde of new machinery there will also be some pretty classy old ones! David Hailwood is hosting a collection of race bikes and memorabilia once belonging to his father, the legendary Mike Hailwood, and James May's collection of mint Hondas are also well worth a visit. Whipping-up a bit of 'Foggy feeling' there will be all four of Carl Fogarty's WSB title-winning machines on display throughout the three-day event, although his reunion with the magic metal on Friday is expected to be something special.

Of course, no self-respecting show would be complete without awesome offers and bargain kit deals and ExCeL will be bulging at the seams with both.

As Aristotle once said, "The whole is greater than the sum of its parts."

All this serves up a mouth-watering opportunity - not only to ogle at fantastic new machines and get up close and personal to some of the best racers in the world - but to do so in one place and at one time, with thousands of other passionate bike fans.

This 36-page guide will ensure you don't miss a single thing and have a day that's packed with biking brilliance.

See you there!

Andy Calton, MCN-Editor



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Buy a ticket on arrival at ExCeL

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# revolution

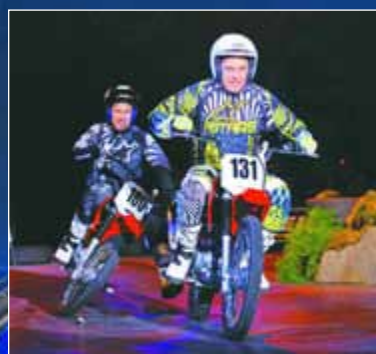
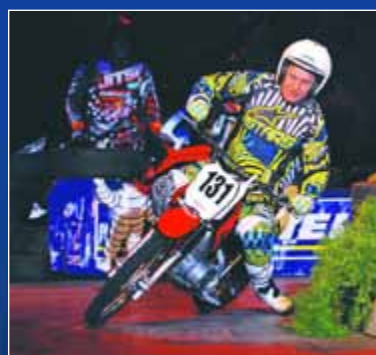
TT megastars go head-to-head in our live action extravaganza

## KINGS OF THE ROAD

For the 2014 Revolution show we've put together two teams of six legendary road riders. TT pride is at stake as team captains John McGuinness and Michael Dunlop head up an incredible line-up of riders to do battle over a gnarly course of obstacles, bumps, jumps and ramps.

The two teams, including road racing legends Michael Rutter, Phil

McCallen, James Whitham and Ian Hutchinson, will be going head-to-head on pit bikes and trials bikes as they fight for the win in the only way they know how. The fast-paced, all-action Revolution show takes place at the centre of the arena three times on Friday and Sunday and four times on Saturday. There's no extra charge to see it, it's all part of your ticket price!



## The Teams

### ■ Team McGuinness

Under the steady eye of road racing legend John McGuinness this year will be two racers with equally impressive credentials: Record-breaking TT winner Ian Hutchinson and superbike battler turned pundit James Whitham.

### ■ Team Dunlop

Irish road race royalty will be heading the second team for 2014. Michael Dunlop will be supported in his quest to beat 'McPint' by the venerable Phil McCallen and Michael Rutter.

## Action Timetable

**Friday 14 February**  
■ Revolution 1 11.00am  
■ Revolution 2 1.15pm  
■ Revolution 3 3.00pm

**Saturday 15 February**  
■ Revolution 1 11.00am  
■ Revolution 2 1.00pm  
■ Revolution 3 3.00pm  
■ Revolution 4 4.30pm

**Sunday 16 February**  
■ Revolution 1 11.00am  
■ Revolution 2 1.00pm  
■ Revolution 3 4.00pm



John McGuinness returns to Revolution as a team captain again for 2014, and will be joined this year by Michael Dunlop, James Whitham, Ian Hutchinson, Phil McCallen and Michael Rutter



# MICHELIN

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# HONDA

**Stand M110** | Honda unleashes the highest spec Fireblade yet as it reveals a raft of new models

## CBR1000RR FIREBLADE SP

**H**onda's Fireblade is one of motorcycling's greatest success stories. And after all these years, the firm has finally decided to give the Blade a racier edge to reflect owners' trackday desires. Which is why this new Fireblade SP is the first Blade to have Öhlins suspension, Brembo monobloc brakes and a blueprinted engine.

The diecast aluminium twin-spar frame is based on the standard bike's, but now boasts high-end Öhlins NIX30 fork and TTX-36 shock, and further tuning of the frame to increase rider feedback with the suspension's different performance parameters.

Compared to the 2013 CBR1000RR,

the footpegs are set 10mm back and the handlebars are wider, lower, and further forward, offering a more aggressive stance and greater control. The new rear subframe makes no provision for a pillion, is lighter, and the revised seat material firmer, while a new screen delivers improved high-speed aerodynamics rather than wind protection.

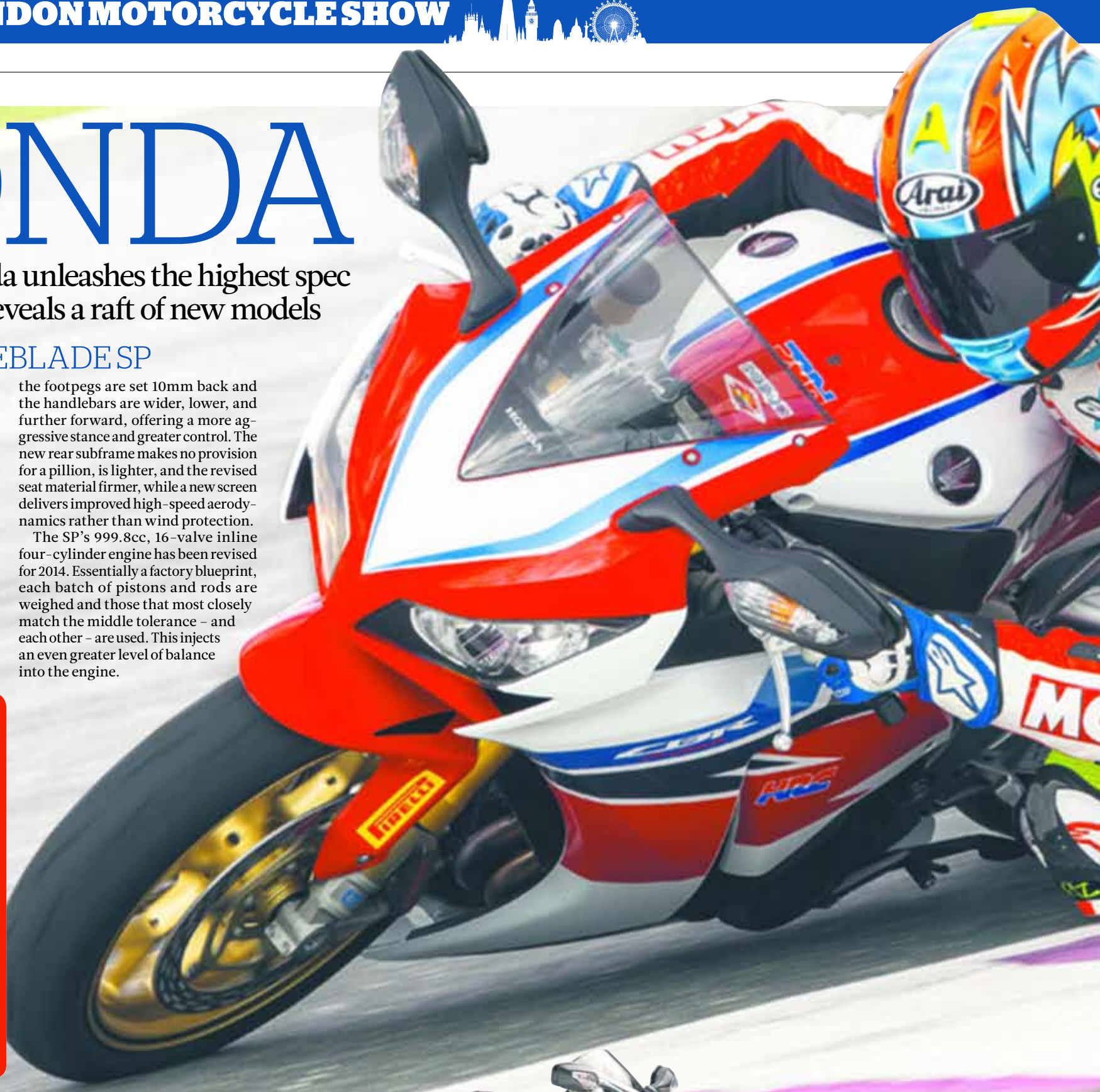
The SP's 999.8cc, 16-valve inline four-cylinder engine has been revised for 2014. Essentially a factory blueprint, each batch of pistons and rods are weighed and those that most closely match the middle tolerance – and each other – are used. This injects an even greater level of balance into the engine.



### VERDICT

**MICHAEL NEEVES,**  
SENIOR ROAD TESTER

"Honda has given Fireblade fans a reason to smile. With its classy Öhlins suspension, Brembo monobloc brakes, blueprinted engine and drop-dead gorgeous HRC paintjob, the SP is the most desirable Blade yet. The SP is destined to be a faster-lapping, easier-to-handle track day bike than any previous-model. It's a well-balanced, rounded, easy-to-manage superbike and proof you don't need 200bhp+ to go fast, or need the electronics to temper all that power, although a quickshifter would be nice for fifteen grand."



## CBR1000RR FIREBLADE

As well as the flagship SP version, the stock Fireblade also gets powertrain updates for 2014.

The stock CBR1000RR's chassis – diecast twin-spar aluminium frame, 43mm inverted Showa Big Piston Fork and rear shock remain unchanged, while the engine gets cylinder head modifications, improving inlet and exhaust gas flow and combustion efficiency. The result is an extra 3bhp peak power

and improved mid-range torque.

The revamped engine makes more power and revs higher, harder for longer, along with remapping of the Programmed Dual Sequential Fuel Injection system, and revisions to the exhaust headers for improved torque.

The stock bike also gets the same revisions to the footpeg and bar positioning as the SP, but retains the pillion provision.



## CBR300R

The popular, if uninspiring, CBR250R also gets a useful overhaul and more cubes for 2014. The styling is now more Fireblade than VFR, and the CBR300R boasts more power and torque than the 250, thanks to an extra 37cc, plus improved throttle response, and ABS brakes. The liquid-cooled engine is now 286cc, with peak power of 30bhp arriving at 8500rpm with peak torque of 20ftlb at 7250rpm – an increase over the 250's output: 26bhp; 17ftlb. It certainly looks the business.



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55  
NEW  
BIKES

## VFR800F | MAJOR REVAMP

The 2014 VFR gets new suspension, swingarm, wheels and bodywork, plus a host of other updates. The V4 engine is still at the heart of the VFR, with the existing 782cc V4-VTEC engine tuned to boost mid-range power – achieved by cam timing and valve duration/overlap – in an attempt to strike the ideal balance of enjoyable sports riding and easy commuting. The VTEC transition has been softened to give a smoother, more seamless, strong and linear delivery. Peak power of 104bhp is delivered at 10,250rpm, with peak

torque of 55ftlb at 8500rpm. Honda has also added traction control.

It's 10kg lighter mainly thanks to the removal of the dual underseat exhaust in favour of a side-mounted end can. A brand new single-sided swingarm, 43mm telescopic fork, radial-mount four-piston and redesigned wheels hang from the twin-spar aluminium beam frame, and the seat height is now adjustable by 20mm. ABS is standard and – for the first time – a quickshifter is available.



## CROSSTOURER

The Honda hand of 2014 updates has also come to rest on the 1237cc V4 Crosstourer. Most significant is the addition of Honda's Selectable Torque Control system – essentially a form of traction control.

Honda's six-speed DCT gearbox also gets further refinements, while aggravatingly useful self-cancelling indicators, a more comfortable seat, and Honda's new 'wave' design ignition key all make an appearance.



## NC750S & X

An additional 75cc has found its way into Honda's immensely popular NC series, meaning more power and torque. There are also twin balancer shafts, a new exhaust end can, and taller gearing, plus a host of upgrades including ABS now fitted as standard and revised software for the optional DCT gearbox. The gearing is taller but acceleration and top speed are both improved. A 250-mile range is claimed from the 14.1-litre underseat tank.



## CBR650F & CB650F

It might not look radically different to the 600, but the new CBR650F is fresh from the ground up.

Sharing a platform with the naked streetfighter-styled CB650F, it's been designed as a sports-oriented bike, that's usable and enjoyable on the road – rather than the track – and flexible enough to be used for the daily commute, too.

The DOHC 649cc four-cylinder engine is completely new and engineered to deliver high torque through the low-to-mid rpm range, especially below 4000rpm.

The CBR650F's steel twin-spar frame has cast pivot plates and an aluminium swingarm. The shock connects directly to the swingarm and is matched to a 41mm telescopic fork. ABS is standard.

Peak power of 86bhp kicks in at 11,000rpm with peak torque of 44ftlb arriving at 8000rpm.

A specific ignition map (WMT mode) can return a claimed fuel consumption of 59.3mpg – which equates to a 215-mile tank range – even at high speeds.

The CB650F – a naked version of the CBR650F – replaces the CB600F Hornet, but shares no common parts with the old bike.

The engine is identical to that in the CBR-F, as is the chassis. The naked version benefits more than its faired sibling from the engine's internal routing of water and oil passages, minimizing external hoses. These de-clutter the motor, and enable fitment of a CB400/4-aping side-swept 4-2-1 exhaust.

Honda's first ever Fireblade SP. If you are planning track-days in 2014, this is the Blade for you



## INTEGRA

As with its more orthodox motorcycle siblings – the NC750X and NC750S – the Integra also gets the same, larger-capacity 745cc engine and power and torque increase. ABS is now standard. The Integra has also evolved to look more bike-like, with improved knee room, larger floor space, and an easier reach to the ground. The internal storage is now larger and an optional rack replaces the grab handles, while doubling as a mount for the 45-litre topbox.



## CTX1300 | NEW V4 CRUISER

The CTX1300 is Honda's idea of the perfect blend of cruiser style and everyday practicality. At the core of the new bike is a water-cooled 1261cc V4 engine, straight out of the Pan European, with a few choice mods, including a taller-geared

five-speed 'box. A new steel double cradle frame, 43mm inverted fork, twin rear shocks and aluminium swingarm are all tasked with delivering a comfortable ride. Peak power is 83bhp at 6000rpm with 78ftlb torque at just 4500rpm.



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FOR THE RIDE

LESS PER MONTH  
**MEANS MORE  
TO TREASURE**



Model Shown - Street Triple ABS

**REPRESENTATIVE EXAMPLE**

†† Included in monthly repayments.

Cash Price	Deposit or Part Exchange	Total Amount of Credit	Credit Facility Fee††	Purchase Fee††	Agreement Duration	Initial Repayment	35 Monthly Repayments	Final Repayment	Total Amount Payable	Interest Rate (Fixed)	Representative APR
£7,349.00	£1,734.50	£5,614.50	£230.00	£10.00	37 Months	£175.00	£95.00	£3,408.00	£8,642.50	7.49%	9.7% APR

**OTHER FINANCE EXAMPLES OVER 37 MONTHS**

Model	Cash Price	Deposit/Part Exchange	Total Amount of Credit	Credit Facility Fee††	Purchase Fee††	Initial Repayment	35 Monthly Repayments	Final Repayment	Total Amount Payable	Interest Rate (Fixed)	APR
Street Triple ABS	£7,349.00	£1,734.50	£5,614.50	£230.00	£10.00	£175.00	£95.00	£3,408.00	£8,642.50	7.49%	9.7% APR
Speed Triple ABS	£9,599.00	£2,170.50	£7,428.50	£230.00	£10.00	£175.00	£119.00	£4,750.00	£11,260.50	7.49%	9.2% APR

Plus over **£400** worth of accessories **FREE** with new **Street Triple** models\*

**EXTRA**

**YOUR FREE ACCESSORY PACK INCLUDES:** Colour Co-ordinated Belly Pan, Fly Screen and Seat Cowl.



Plus over **£1,200** worth of accessories **FREE** with new **Speed Triple** models\*

**EXTRA**

**YOUR FREE ACCESSORY PACK INCLUDES:** Arrow Slip-on Silencer, Anodised Front and Rear Brake Reservoirs and Comfort Gel Seat.



For more information or to book your test ride, visit [triumphmotorcycles.co.uk](http://triumphmotorcycles.co.uk)

Finance is subject to status and is only available to applicants aged 18 and over. Indemnities may be required. TriStar Personal Contract Purchase is only available through Triumph Motorcycle Finance provided by Black Horse Ltd, St William House, Tresillian Terrace, Cardiff CF10 5BH. Figures applicable at time of publication. Finance offers end 31st March 2014. \*Offer applies to new Triumph Street Triple ABS / R and Speed Triple ABS / R models. Fitting charges may apply. Subject to the purchase of qualifying motorcycle at full price. Subject to availability. Extra offers end 30th June 2014.



# TRIUMPH

**Stand M80** | Two new 'baggers',  
a new Commander, and  
updated Speedmaster

55  
NEW  
BIKES



New hot rod-style  
parallel twin  
Commander will  
take on bikes like  
the Harley Fat Bob  
and Victory Judge

## COMMANDER AND T'BIRD LT

**A**fter a rush of new naked, sportsters, adventure bikes and tourers, Triumph is focusing on revamping its cruiser line-up for 2014 with two new 'baggers', a new Thunderbird variant called the Commander and updates to both the entry-level, Bonneville-based America and Speedmaster.

The star of the revamped cruiser line-up is the Thunderbird LT (which stands for 'Light Touring'). Essentially a 'bagger' - meaning a touring variant equipped with panniers and a screen - version of the 1699cc Thunderbird parallel twin it's obviously aimed at rivals like Harley's Road King Classic.

Like that bike the LT is retro-styled and features fat, wire-spoked wheels wearing what Triumph claims are the world's first white-walled radial tyres; a detachable plexiglass screen and detachable leather saddlebags; a redesigned seat unit, shrouded forks and extra twin spotlights all covered in chrome.

The motor is the enlarged version of the Thunderbird parallel twin - the world's largest - and is unchanged, producing 92bhp at 5400rpm and a mas-

sive 112ftlb of torque at just 3550rpm.

The LT comes in blue/white or red/black and will be available from March.

The other new Thunderbird variant for 2014 is the Commander, which is a 'muscle' or hot rod-styled cruiser in a similar vein to Harley's Fat Bob or the Victory Judge.

It uses the same 1699cc twin as the LT but with what Triumph calls 'muscular styling' featuring fat wheels and tyres, shrouded forks, 'drainpipe' exhausts, again plenty of chrome plus Triumph's signature twin headlamps. Like the LT the Commander also features a redesigned, more comfortable seat.

The Commander comes in two-tone red or black/grey and is expected to be in dealers from April.

Another surprise is the 'America LT' - effectively a 'baby bagger' which should give a new touring dimension to the middleweight cruiser. Based on the America, Triumph's Bonneville-based, '50s style cruiser which itself is updated for 2014 (see right), the LT, like its bigger brother, gets the detachable screen, panniers, scalloped seat, footboards and more to turn it into a genuine - but junior-sized - bagger.

## NEW AMERICA, £7199

This retro-styled, Bonnie-powered cruiser gets new block detailing, a chrome chainguard, knee pads, new silencers and a raft of more minor detail changes.



## NEW SPEED-MASTER, £7199

This hot rod-styled Bonnie cruiser gets new block machining, newly blacked-out headlight bowl, bars, wheels and footrests.



## AMERICA LT, £7999

A 'baby-bagger' based on the updated America, the LT gets a screen, sissy bar, saddlebags and footboards to continue the 'Light Touring' theme.



## More Triumph model updates

### TIGER 800 XC SE

Another Triumph newcomer for 2014 is this Special Edition (SE) version of its rugged Tiger 800XC. Although mechanically unchanged, the SE gets a total cosmetic overhaul including red frame and cockpit infill panels, striking 'Volcanic Black' paint and black finished handlebars, heat shields and pillion grab rails.

The SE is priced £8849 - £150 more than the standard version - and is available in dealers now.



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# NEW SEASON LAUNCH



## INVITATION TO OUR EXCLUSIVE PREMIERE.

# 15.03.14



Meet the new stars in our range of award-winning bikes and get to grips with all the latest rider equipment at your local BMW Motorrad dealer on 15 March.

To find your nearest New Season Launch event or to book a test ride\* visit [www.newseasonlaunch.co.uk](http://www.newseasonlaunch.co.uk)

\*Test ride subject to applicant status and availability.



# BMW

**Stand M60 | German  
marque on a roll in 2014**

## R NINET | BUILT TO CUSTOMISE

**T**he R nineT looks even better in the flesh than it does in pictures – it's worth the trip to the London Show alone. BMW calls the R nineT 'retro modern' and we'd agree with that because it's a magical mix of past and present. From the wartime-racer styling, to the way it rides like a modern bike, the old versus new theme defines the R nineT.

Paying homage to BMW's race bikes of old and its rich 90-year heritage, the nineT is powered by a simple air/oil-cooled flat twin-cylinder boxer engine. There's no ride-by-wire, fussy riding modes or traction control. Instead you just get a simple 1170cc, 110bhp engine, endowed with a lovely long spread of power, packed with torque and a top end so strong that, with your chest right on the tank and your head buried in the clocks, it'll easily top 135mph.

**Verdict:** Michael Neeves,  
MCN Senior Road Tester

Lucky customers who've snaffled one of the first bikes to arrive in the UK should be feeling pretty pleased. BMW has cleverly embraced the latest retro fashion, drawing on its 90 years of motorcycling experience, innovation and heritage.

But it's more than just retro looks and fashion. It goes, stops and handles as well as the best roadsters out there, thanks to its modern chassis, suspension and braking components.

But there's a lovely twist. The burbling air/oil-cooled boxer twin-cylinder engine and the Paralever back end, as well as the sound and smell, combine to give you a rose-tinted motorcycle riding experience with modern-day performance and reliability.

The only problem is: can BMW make enough to go round?

**55  
NEW  
BIKES**



See the stunning R nineT up close at the London show and absorb its incredible build quality and detail

## R1200RT | BEST RT YET

**The UK's favourite  
tourer improved**

With more gadgets than a rich kid's bedroom, the 2014 RT has managed to remain true to its roots, while still improving on everything that made the old model so accomplished.

Existing owners requested a bit more oomph without going over the top, and that's what they get from the new water-cooled engine. A heavier flywheel and alternator have taken the feeling of lightness out of the revs, while a taller rear shaft gear has calmed down the acceleration.

**Verdict:** Jon Urry, MCN  
Guest Tester

The new engine has evolved the R1200RT into an even better tourer. The new motor gives it more bite without overstepping the mark. It's light and manoeuvrable, and the addition of power modes and advanced electronics have brought it bang up to date. It's brilliant to hill start and the water-cooled engine is considerably smoother off the bottom end. Last year MCN rated the RT as the best tourer and this model should move it even further from the chasing pack.



## S1000R | SUPER-NAKED

**Stripped RR  
hits the mark**

With a retuned, 160bhp version of the S1000RR's 999cc inline four engine, an electronics package including BMW's Race ABS, ASC traction control, two power modes (Rain and Sport), and a kerb weight of just 207kg, BMW claims this super-naked will set new standards in the class. It's priced to sell, too. The stock bike is just £9990. While the 'Sport' version (with Race electronics and semi-action damping) is £11,390.

**Verdict:** Michael Neeves,  
MCN Senior Road Tester

The S1000R is two hugely capable bikes in one: it's comfortable, smooth and safe, thanks to its flawless rider aids, perfect throttle and usable power, but it's wild when you want it to be. The S1000R is savagely fast, on the verge of being a bit too much when you've got the power on and the electronics wound down. But not quite. It's rock-solid stable at full lean and in a straight line, and it changes direction as quick as a pinball.

## R1200GS ADVENTURE

**Evolution of an icon**

For 2014 we have the grandest R1200GS Adventure ever. Based on last year's heavily-revamped, liquid-cooled GS, it's more polished, smoother and easier to handle than ever.

A new liquid-cooled engine with heavier flywheel, slippery aerodynamics, increased fuel range, quicker steering, and great electronics make the new R1200GS Adventure better both on road and off.

The base model is £12,600, and the top-spec TE (Touring Edition) costs £15,350.

**Verdict:** Michael Neeves,  
MCN Senior Road Tester

BMW has made the new R1200GS Adventure more comfortable, easier to ride and even more accomplished.

It might be more refined and luxurious but crucially it's still the ultimate go-anywhere tourer and will comfortably Hoover-up miles of Tarmac, mud and whatever else you throw at it. The new motor is a peach, mixing power, refinement and ground-churning levels of grunt. BMW will sell them by the shed-load.



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# DUCATI

**Stand M140 | The perfect superbike?**

## 899 PANIGALE

**T**he new 899 Panigale was the runaway success story of the final days of 2013. Selling the best part of 300 units when most dealers couldn't get people through the showroom door, the new 'supermid' 899 promises a lot – and delivers, too.

The new 898cc Superquadro engine reaches its capacity with a revised bore and stroke to produce a broad power delivery and claimed figures of 148bhp and 73ftlb.

Just like its larger stablemate, the 899's engine acts as a fully stressed member in the innovative – if controversial – monocoque chassis.

With just 18cc separating the 899 and the iconic 916, in another era the 899 would have been a flagship model, and with staggering electronics packages fitted as standard, this could be the perfect Ducati road sportsbike, and is likely to beat the 1199 on track for most riders.

The electronics package boasts everything but the Ducati Data

Analyser+ (DDA+). That means this standard model still gets Ducati Riding Modes with fully integrated ABS, Ducati Traction Control (DTC), Ducati Quick Shift (DQS), Engine Brake Control (EBC), and a full Ride-by-Wire (RbW) throttle control. DDA+ is confirmed as an accessory.

**Verdict:** Adam Child, MCN Senior Road Tester

I'm really impressed by the 899. The suspension gives good feedback, it's plush and forgiving, allowing you to hit apexes with ease. It turns beautifully and feels light and responsive, while the engine is strong, with a good spread of power. It's not peaky, but more exciting than the old 848, which could feel a little lethargic and ponderous at times.

In many ways I have to question why you would want the 1199, as the smaller Panigale is easier to ride, less intimidating and I'd even guess that many riders will actually be faster on the 899.



The 899 Panigale has been a sales success. See it for yourself on stand M140

## MONSTER 1200 | TESTASTRETTA ENGINE

Ducati's ubiquitous Monster has come a long way since Miguel Galluzzi's first parts-bin café classic of 1993. For its 21st birthday, Ducati has gifted the flagship Monster 1200S with the superbike-derived 1198 Testastretta 11° DS engine. The all-new 1200S also gets high-spec Brembo M50 monobloc calipers, multiple riding modes, traction control, ABS, a TFT dash, and weighs just 182kg (dry).

The second generation Testastretta 11° Dual Spark engine is now used as a fully-stressed chassis member, with Panigale-style attachment points for the front and rear subframes. It kicks

out 135bhp at 8750rpm in standard trim, and 145bhp at 8750rpm in the S model (and 87ftlb and 92ftlb at 7250rpm respectively).

The clutch uses a progressive self-servo mechanism that presses the plates together when under drive from the engine, enabling the reduction of the clutch spring rates – for a lighter lever. When the drive force is reversed (over-run), the same mechanism reduces the pressure on the clutch plates, enabling them to provide a slipper action. Impressively, valves are only checked once every 18,000 miles.

The Monster's signature trellis frame is still quite evident, but what takes a little longer to spot is that the rear subframe mounts directly to the back of the engine, while a front subframe mounts to the front, providing a headstock.

The Monster S gets a fully adjustable 48mm Öhlins fork with TiN sliders, and a fully adjustable Öhlins shock, with 330mm discs and M50 Monoblocs. Both models get the Bosch ABS 9MP controlled Brembo braking system as standard.

■ Full launch report in this week's MCN, see page 10



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# Your road to the track with low monthly payments\*

£139 per month\*\* for a new Ducati 899 Panigale

\*\* Plus deposit, initial repayment and final repayment – please see details below.

## Representative Example:

Cash Price	£12,628.00	Initial Repayment	£175.00
Deposit	£3,157.00	35 Monthly Repayments	£139.00
Total Amount of Credit	£9,471.00	Final Repayment	£5,745.00
Purchase Fee <sup>§</sup>	£10	Total Amount Payable	£13,942.00
Credit Facility Fee <sup>§</sup>	£230	Interest Rate (Fixed)	4.45%
Duration of Agreement	37 Months	Representative APR	5.7% APR

\*Your regular monthly repayments are low because it is the nature of a PCP product that a significant proportion of the amount of credit is payable at the end of the contract by one large final repayment. Finance is only available to applicants aged 18 and over subject to status, indemnities may be required. This finance offer is only available through Ducati Finance, provided by Black Horse Ltd, St. William House, Tresillian Terrace, Cardiff, CF10 5BH. This finance offer is only available to applicants residing in Mainland UK and Northern Ireland. This finance offer is not available in the Channel Islands and the Isle of Man. Figures applicable at time of publication. <sup>§</sup> Included in monthly repayments. Finance offer ends 30th April 2014.



The flexible, affordable way to ride a new Ducati today.

See all the latest Ducati models at the MCN London Motorcycle Show, stand no: M140. February 14<sup>th</sup> - 16<sup>th</sup>.





# The MICHELIN Pilot Road 3 offers great grip and performance but don't just take our word for it...!

“Straight from the off the Pilot Road 3 gave more grip and feel. There was no tread block movement.”



Michelin's Pilot Road 3 astonished us with its grip in the wet.



Pushed hard, the Road 3 really did want to act like a race wet. The presumed trade-off for wet grip is absent.



A multi-compound tyre that really is hard-wearing by showing no sign of squaring off after a 2,200 mile trip, over half of which was on motorways.



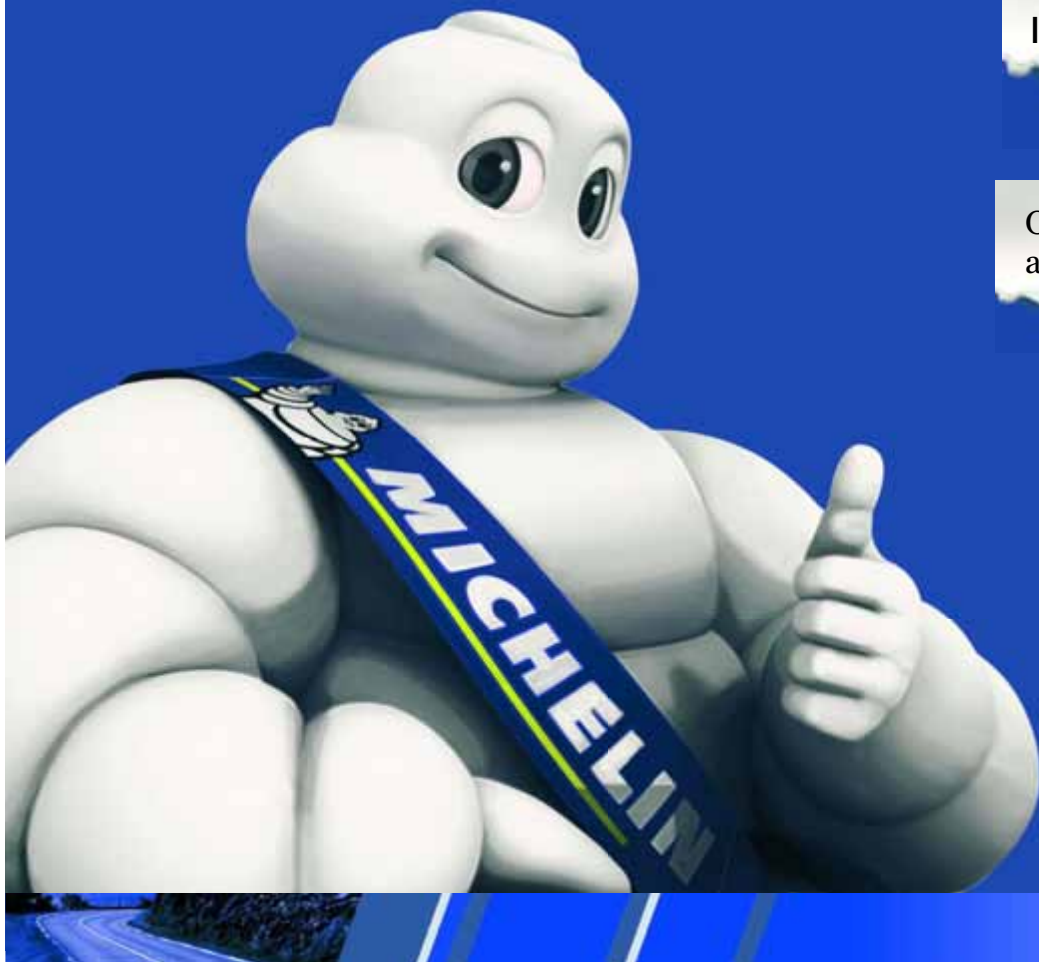
I've never ridden a tyre that offers so much grip when cold.



Good mileage, excellent wet weather grip and they're not too expensive – maybe they could pick the winning lottery ticket. A revelation.



Outrageously grippy in the wet and have a real luxury feel about them.



For more information go to [www.michelinpilotroad3.com](http://www.michelinpilotroad3.com) or visit us on stand S40.





# YAMAHA

**Stand M120** | A new direction for Yamaha

55  
NEW  
BIKES



Stock bike not funky enough for you? Try this Street Rally version

## MT-09 | JUST £6799

**T**he all-new MT-09 burst on to the scene in late 2013, and made a serious impact on Yamaha's sale prospects for 2014. The middleweight costs £6799 and is powered by Yamaha's new 115bhp, 850cc CP3 triple.

Most impressively, unlike any of its Japanese rivals, the MT-09 is light, thanks to its three-pot motor, aluminium frame and wheels. It weighs just 188kg (171kg dry) and as we all know, light bikes are good bikes.

So it has a rip-snorting engine, funky styling and wears its sporty credentials proudly. The upside-down fork is adjustable and a horizontally-mounted rear shock has a progressive link. It has monobloc brakes, variable riding modes, fat and sticky Bridgestone S20 tyres and a slash-cut exhaust tucked so far out of the way, Yamaha say you can lean it to 51°, the same as an R6.

### A late addition

Joining the stock MT-09 is an 'SR' version, actually a dealer-built kit bike rather than a fully-fledged factory spec'd bike. The SR - for Street Rally - features tank shrouds, hand guards, a headlamp cover, mini beak, plus a flat superbike-style seat and footpegs.



Yours for just £6799, the MT-09 triple is an impressive new direction from Yamaha

**Verdict:** Michael Neeves, Senior Road Tester

Yamaha has created something special. Rather than another identikit Japanese middleweight roadster, it has a funky European feel with an intoxicating blend of linear three-cylinder power and featherlight weight. Best of all it's a hell of a lot of bike for your money.

The MT-09 is fun, friendly and fast. It's silly, sensible and a scratcher's delight. We'd be getting as giddy about it as we do the brilliant Triumph Street Triple, if it wasn't for a snatchy throttle. Maybe we're being picky, it is a sub-£7000 bike, after all. But the rest of the machine is so bang-on, it's a shame it's not absolutely perfect.

## MT-07 | £5200 PARALLEL TWIN

Hot on the heels of the MT-09 comes the smaller parallel-twin sibling, the MT-07 - and it's arrived with a superb price of just £5200!

While the family resemblance to the 09 is clear, the 07 is arguably the more balanced and conventional-looking of the pair. It houses the all-new 689cc CP2 parallel twin motor, which features a crossplane-crank-aping firing pattern thanks to the 270° crank - just like the old TRX850. It will also be available in A2 licence trim, giving big bike kudos to newer riders.

The frame is very different to the MT-09's, getting a tubular steel spine-

type frame, which uses the engine as a stressed member (the 09 has a two-piece die-cast aluminium arrangement). There's also an asymmetrical swingarm to accommodate the stubby, underslung exhaust, and it gets a now de rigueur horizontally-mounted shock.

The 17in, 10-spoke, cast aluminium wheels are identical to those on the MT-09. Not only are they claimed to be the lightest in class, they're fitted with the fattest rubber - 120/70 front and 180/55 rear - in the middleweight sector, too.

■ **First test in next week's MCN**



## XVS1300A

The XVS1300 range has been enlarged with this 'chopper' version of the admired V-twin cruiser. With a slap of custom paint

and styling details, it now promises a liberal dose of bad-boy style. Great as it is, or an ideal platform for further customization.



## SR400

Retro is the new, er, black, and 2014 sees the return to the UK of Yamaha's trusty and endlessly customizable SR400 air-cooled single. The cute little street bike will be beefing-up right legs up and down the high streets of Britain this summer - as it's kickstart only!

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14TH-16TH FEB EXCEL LONDON

**MCN**

2014

THE BEST OF BIKING - LIVE!

**SPORT AND PERFORMANCE**

In association with

From the latest cutting-edge race bikes, to bolt-on performance upgrades for your road bike, the Sports & Performance zone has everything for the two-wheeled petrolhead.

#### Ruling the roads

See the stars of road racing as five of the most successful and charismatic riders ever to have rolled onto the TT course will be live on stage, revealing the stories behind the stories. Hear John McGuinness talk you through his record-breaking 130mph TT lap as you watch it on screen. Listen to Michael Dunlop, Michael Rutter and Phil McCallen as they talk about the evolution of the world famous TT course and the legendary bikes that they've ridden on it.

#### Foggy Friday

As well as opening this year's Carole Nash MCN London Motorcycle Show, Foggy will be interviewed on the Sports and Performance stage, and be available to sign autographs, and be an all-round, affable chap.

Carl will also be reunited with all his WSB championship-winning bikes for the first time, only on Foggy Friday. Meet the legend, see the machines, and hear how a bloke from Blackburn became the greatest ever WSB rider.

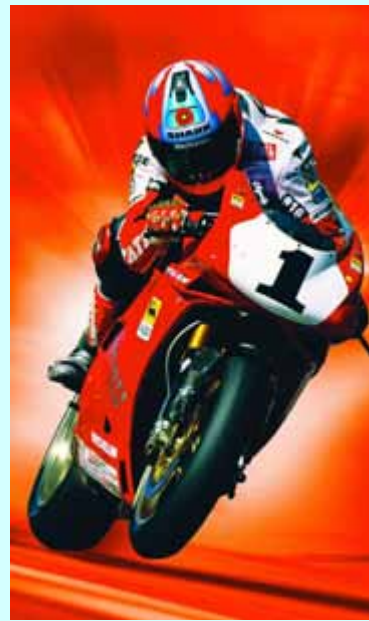
Sadly, Foggy can't be at the show on Saturday or Sunday, but the display of

his championship Ducatis will be on show for the whole three days.

#### Superbike Sunday

The 2014 BSB championship comes alive in London, with rider interviews, team announcements and a display of top-flight race bikes to whet your appetite.

The Rapid Solicitors Kawasaki team



Foggy will be reunited with all of his title-winning bikes on Foggy Friday

will be unveiling their new 2014 livery exclusively at the show on Friday, with triple MCE BSB champion Shane 'Shakey' Byrne and Stuart Easton taking the cover off their title-contender on the Kawasaki stand. The pair will also be meeting fans for a signing session at 2.30pm on the MCE BSB stand as they gear up for the forthcoming season.

On Superbike Sunday fans will be able to hear an exclusive 2014 team announcement, plus several of the riders will be on stage for a Q&A session, including Ian Hutchinson, Chris Walker, Jon Kirkham, Dan Linfoot and Howie Mainwaring. Plus, some of the new BSB riders will be talking about their aspirations for the season ahead, including Richard Cooper, Ben Wilson and Rhalf Lo Turco.

The show will also be the first time to see some exclusive new clips from the forthcoming I, Superbiker: War for Four movie, which will be released in April.

#### It's a set-up, with PB

If you've got suspension trouble, or just want to learn more about how it works and how to set it up for your style of riding, trackdays, or personal levels of pie consumption, you need to head over for the MCT Suspension set-up workshops, in association with Performance Bikes magazine.

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14TH-16TH FEB EXCEL LONDON

**MCN**

2014

THE BEST OF BIKING - LIVE!

**CLASSIC**

## INCREDIBLE BIKES AND MEMORABILIA FROM THE GOLDEN AGE OF MOTORCYCLES

#### Classic Bike of the Year, sponsored by H&H Auctions

Every year the classic world is defined by the search to crown the Classic Bike magazine Bike of the Year winner. There are 10 fantastic finalists, but there can only be one winner - and you can register your vote at the show.

See all the 10 finalists for yourself, meet the Classic Bike team, and cast your vote. Alternatively, you can vote now at [www.classicbike.co.uk](http://www.classicbike.co.uk)

#### Exclusive Mike Hailwood tribute

The 2014 show will be hosting a very special, world exclusive, tribute to Mike 'the bike' Hailwood. 35 years after Mike's last TT win, you now have the chance to see an array of Mike's personal treasures, rarely seen in public, including his bikes, trophies, clothing, a Ford GT40, and many more.

The tribute is a special one-off exhibition and a fitting tribute to one of the UK's best-loved racers, and is all curated by Mike's son, David - who will be at the show for the whole three days, taking part in special events on the live action stage. See the timetable for details.

#### James May's classic Honda collection revealed

He may be better known for his four-wheel exploits in the TV show Top Gear, or championing childhood toys of the past in his current series Toy Stories, but James May's true passion is for two wheels, especially classic Hondas. Together with Honda expert, restorer and spares supremo David Silver, they have selected twelve of their favourite bikes from their combined collections and are displaying them exclusively at the show.

Focussing on Hondas from the 60s and 70s, the collection ranges from the CS71, an ultra-rare, high-level exhaust version of the C71, to James' CB400 Four, that was fully restored for him by Silver in 2012, the bike that also featured in MCN's sister title Classic Bike. The blue and silver CB250K0, that was prominent in May's TV show Man Lab, will also be on display.

Representing the complete antithesis of Honda's legendary build quality, James is also bringing to the show his Meccano sidecar outfit that he built, and 'raced' around the TT Mountain Circuit.

#### The classic Hondas on display:

1960 CS71 Dream Sports, 1964 CYB92 Benly, 1964 CYB77, 1963 C92, 1969 CB250K0, 1976 CB550F2, 1975 CB400F, 1970 CB750K0, 1970 SS125, 1967 C100, 1970 PS50, 1975 XL70

#### Find your perfect classic

The H&H Auction stand will also be packed with some fantastic classic race and road bikes including:

1967 Honda 297cc six  
1966 Honda 350 four  
1951 Vincent Black Shadow  
1974 Yamaha TZ750 ex Gene Romero Daytona Winner  
1983 Suzuki XR41 ex Rob McElnea Double TT winner  
1953 NSU Sportmax ex Mike Hailwood and John Surtees  
1971 Yamaha TD2 ex Phil Read GP machine  
1937 DKW 250 Factory machine  
1925 Triumph Ricardo ex Stanley Woods  
1960 Bianchi 500 factory machine ex Remo Venturi

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For some riders, getting into London might be the biggest adventure they make this year, but avid globe trotters, and novices alike can learn a great deal, and be inspired by the Adventure Zone at the show.

**Meet world famous adventurers**  
Meet world record-holders and global touring experts Nick Sanders, Simon Pavey, Austin Vince, Charley Boorman and Graham Hoskins (from the TV show Motorbike Diaries with Danny John Jules) as they take to the stage. Joining them is Steph Jeavons, who is about to embark on a record-breaking solo, two-year, six-continent global tour.

Try all the 2014 adventure bikes out for size, see the latest kit and book your global adventure with one of the many tour operators.

**World of BMW**  
The World of BMW adventure rider training team will also be on hand, bringing expert instructors and motorcycles from the BMW Off Road Skills centre, BMW Rider Training and BMW Tours. Dakar veteran, BMW course leader at the Off Road Skill centre and all-round good egg, Simon Pavey, will be giving daily skills demonstrations live in the Adventure Zone. If you've got control issues, he's your man!

**Win an adventure riding trip in the USA!**  
Adventure accessories retailer AltRider will debut their new 2014 protection parts at the show, and they're also giving away a fantastic AltRider adventure package worth £675, including a ticket to an AltRider Ride (£153), three days rental of a BMW motorcycle through Motoquest (£368), a £120 travel voucher, and an AltRider swag bag (£30)!  
To enter you simply need to visit the AltRider stand at the show and provide your contact details.

**Record your trip of a lifetime with some top advice**  
Adventure film-making expert Graham Hoskins will be on hand throughout the show, running workshops on how to make a permanent record of your trip on film. There's nothing worse than recording hours and hours of footage, and only realising on your return home that it's all rubbish! Graham's expert advice will help you to avoid the pitfalls, and become a star of the small screen.

With advice from globe-trotting experts you've no excuse not to hit the road



With advice from globe-trotting experts you've no excuse not to hit the road

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Fifty of the world's most mind-blowing custom bikes will be on show at the inaugural London Custom Bike Championships gets underway. The championships boast Europe's largest prize fund of £12,000, with £4000 going to the overall winner.

From stretched-out glamour bikes, to chopped-down brat customs, to cutting-edge café racers, machines specially built for the show and award winners from other championships

across the globe will go head-to-head as they fight for this prestigious title. 2013 AMD World Champion winning machine builders Don Cronin and Michael O'Shea, will be hoping that their creation, Rondine, will make an impact.

Alongside the London Custom Bike Championships, the Custom Zone will also feature a stunning line-up of builder interviews including the legendary Fred Krugger.

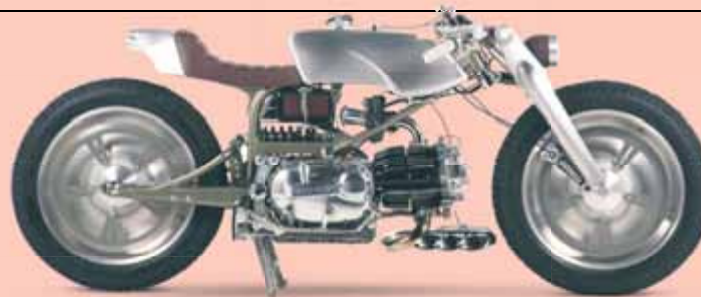
**Entries for the London Custom Building Championships include:**

- Auto Fabrica
- Big CC Racing
- Black Market Customs
- Burnout Bikes
- Celtic Choppers
- Customized Choppers
- Destiny Cycles
- The Hogfather Motorcycles
- House of Custom
- Krazy Horse Customs
- Lamb Engineering
- Medeza Cycles
- Nick Gale Customs
- Old Empire Motorcycles
- P & D Customs
- RedMax Speedshop
- Second City Customs
- Shaws Harley-Davidson
- Sickboyz Customs
- Sooty's Customs
- Taylormade Wheels

The auction lots include:

- Silverstone general admission passes
- The chance to go behind the scenes at the Riders for Health Day of Champions
- Dovizioso's right hand fairing panel
- Bradley Smith's kneeliders
- Valentino Rossi signed cap
- Dani Pedrosa signed Alpinestars T-shirt
- Dani Pedrosa signed kneeliders
- Valentino Rossi signed canvas print
- Marc Marquez signed canvas print
- Two paddock passes for Silverstone MotoGP 2014

In association with

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- P & D Customs
- RedMax Speedshop
- Second City Customs
- Shaws Harley-Davidson
- Sickboyz Customs
- Sooty's Customs
- Taylormade Wheels

**RIDERS FOR HEALTH AUCTION****Put your hand in your pocket, and change someone's life**

Taking place on the Sport and Performance stand, the Riders for Health auction will see some incredible, unique, items up for grabs to the highest bidder. All the proceeds of the auction will be ploughed into changing the lives and welfare of people in Africa, through the supply and maintenance of a fleet of motorcycles for local healthcare workers.

**The auction lots include:**

- Silverstone general admission passes
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- Dovizioso's right hand fairing panel
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- Two paddock passes for Silverstone MotoGP 2014

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Now available with 0% finance, the Honda Adventure range allows you to discover.



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The Honda  
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Terms and Conditions: PCP Terms and Conditions: New retail registrations from 02 January 2014 to 31 March 2014. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. **Honda Aspirations (PCP):** \*£75 per month example shown based on CB500X at £5,299 total cash price (and total amount payable) with 37 months 0% APR Representative (interest rate per annum 0% fixed) with £1081.36 (20%) deposit, Guaranteed Future Value / Optional Final Payment of £1,517.64, annual mileage of 8,000 and excess mileage charge: 2p per mile. You do not have to pay the Final Payment if you return the bike at the end of the agreement and you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum annual mileage has not been exceeded. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Credit provided by Honda Finance Europe Plc. 470 London Road, Slough, Berkshire SL3 8QY.



# IT'S SHOW TIME!

Don't miss your chance to see what's on – here's your guide to this year's fantastic show features



## 10AM SHOW OPENS - WITH CARL FOGARTY | 5PM SHOW CLOSES

FRIDAY, FEBRUARY 14

### SPORTS & PERFORMANCE STAGE

10.30	<b>Carl Fogarty:</b> 20 years since my first WSB win
11.45	<b>MCT</b> suspension set-up clinic, with <b>Performance Bikes</b> magazine
12.30	<b>BT Sport</b> presentation
14.15	<b>Carl Fogarty:</b> 20 years since my first WSB win
16.00	<b>Secrets of the TT:</b> McCallen, McGuinness, Hutchinson, Rutter & Dunlop
16.30	<b>Double Red:</b> Life behind the lens – James Wright on shooting the stars

### ADVENTURE STAGE

10.15	Adventure bike set-up clinic with <b>Alt Rider</b> protection parts
11.45	<b>HC Travel:</b> finding the Real USA
12.15	<b>Graham Hoskins:</b> Capturing your trip on video workshop
12.45	<b>Nick Sanders:</b> Top 10 biking moments of my life
14.00	<b>BMW riding skills demo</b> and Q&A with <b>Charley Boorman</b>
15.45	<b>Steph Jeavons:</b> Preparing for your first global tour
16.30	<b>Graham Hoskins:</b> Capturing your trip on video workshop

### CLASSIC STAGE

10.15	<b>Mike Hailwood:</b> Tribute to Mike 'the bike' with <b>David Hailwood, Ron Winder</b> and <b>Rex Butcher</b>
12.00	Restoring classic Hondas, with <b>David Silver Spares</b>
12.45	<b>Mike Hailwood:</b> The story behind the 1978 comeback with <b>David Hailwood</b> and <b>Ron Winder</b>
14.15	<b>Mike Hailwood:</b> Tribute to Mike 'the bike' with <b>David Hailwood, Ron Winder</b> and <b>Rex Butcher</b>
16.00	<b>Mike Hailwood:</b> Honda 500/4 start up – bring your earplugs!

### CUSTOM STAGE

11.45	<b>Hogfather:</b> The future of custom bike building
12.30	<b>My Dream Harley build:</b> Progress update and interview
14.00	<b>Victory and HogTales:</b> Charity bike hand over with <b>Huey Morgan</b>
14.30	<b>Shaws Harley-Davidson:</b> How to build a custom bike the Shaws way
15.45	<b>Hogfather:</b> The future of custom bike building

## 9AM SHOW OPENS | 6PM SHOW CLOSES

SATURDAY, FEBRUARY 15

### SPORTS & PERFORMANCE STAGE

09.15	<b>MCT</b> suspension set-up clinic, with <b>Performance Bikes</b> magazine
10.15	<b>Double Red:</b> Life behind the lens – James Wright on shooting the stars
11.45	<b>Pole Position:</b> Competition presentation with <b>Gino Rea</b>
12.15	<b>Secrets of the TT:</b> McCallen, Hutchinson, Rutter & Dunlop
14.00	<b>Riders for Health</b> auction
16.00	<b>MCT</b> suspension set-up clinic, with <b>Performance Bikes</b> magazine
17.30	<b>John McGuinness:</b> A narrated 130mph lap of the TT

### ADVENTURE STAGE

09.15	<b>HC Travel:</b> finding the Real USA
10.30	<b>Graham Hoskins:</b> Capturing your trip on video workshop
11.45	<b>BMW riding skills demo</b> and Q&A with <b>Charley Boorman</b>
13.45	Adventure bike set-up clinic with <b>Alt Rider</b> protection parts
14.30	<b>Austin Vince,</b> with <b>Bike</b> magazine
15.45	<b>Nick Sanders:</b> Top 10 biking moments of my life
17.15	<b>Steph Jeavons:</b> Preparing for your first global tour

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12.30	<b>Mike Hailwood:</b> Honda 500/4 start up – bring your earplugs!
14.30	<b>Mike Hailwood:</b> Tribute to Mike 'the bike' with <b>David Hailwood, Ron Winder</b> and <b>Rex Butcher</b>
15.45	<b>Mike Hailwood:</b> The story behind the 1978 comeback with <b>David Hailwood</b> and <b>Ron Winder</b>

### CUSTOM STAGE

10.15	<b>My Dream Harley build:</b> Progress update and interview
11.45	<b>Hogfather:</b> The future of custom bike building
12.30	<b>Fred Krugger:</b> What makes a world-beating custom
13.45	<b>Shaws Harley-Davidson:</b> How to build a custom bike the Shaws way
14.30	<b>Fred Krugger:</b> What makes a world-beating custom
16.00	<b>Shaws Harley-Davidson:</b> How to build a custom bike the Shaws way

REVOLUTION STAGE: 10.30: British Superbike Championship announcement

## 9AM SHOW OPENS | 5PM SHOW CLOSES

SUNDAY, FEBRUARY 16

### SPORTS & PERFORMANCE STAGE

10.00	<b>Double Red:</b> Life behind the lens – James Wright on shooting the stars
12.15	<b>Secrets of the TT:</b> McCallen, Hutchinson, Rutter & Dunlop
13.45	<b>Riders for Health:</b> the last mile, the most important in healthcare delivery
14.30	<b>MCT</b> suspension set-up clinic, with <b>Performance Bikes</b> magazine
15.30	<b>Double Red:</b> Life behind the lens – James Wright on shooting the stars

### ADVENTURE STAGE

09.15	<b>Steph Jeavons:</b> Preparing for your first global tour
10.30	<b>HC Travel:</b> finding the Real USA
11.45	<b>BMW riding skills demo</b> and Q&A
13.45	Adventure bike set-up clinic with <b>Alt Rider</b> protection parts
14.30	<b>Austin Vince,</b> with <b>Bike</b> magazine
15.00	<b>Steph Jeavons:</b> Preparing for your first global tour
15.30	<b>Nick Sanders:</b> Top 10 biking moments of my life

### CLASSIC STAGE

10.15	<b>Mike Hailwood:</b> My life with Mike, <b>Pauline Hailwood</b>
11.45	Restoring classic Hondas, with <b>David Silver Spares</b>
12.30	<b>Mike Hailwood:</b> Honda 500/4 start up – bring your earplugs!
15.15	<b>Mike Hailwood:</b> The story behind the 1978 comeback with <b>David Hailwood</b> and <b>Ron Winder</b>

### CUSTOM STAGE

09.30	<b>Victory &amp; Indian:</b> interviews
10.30	<b>My Dream Harley build:</b> progress update and interview
11.45	<b>Hogfather:</b> the future of custom bike building
12.30	<b>Fred Krugger:</b> what makes a world-beating custom
13.45	<b>London Custom bike Championship</b> presentation

REVOLUTION STAGE: 10.30: British Superbike Championship announcement | 11.45: MCN Man Of The Year Award announcement | 14.30: British Superbike Championship announcement

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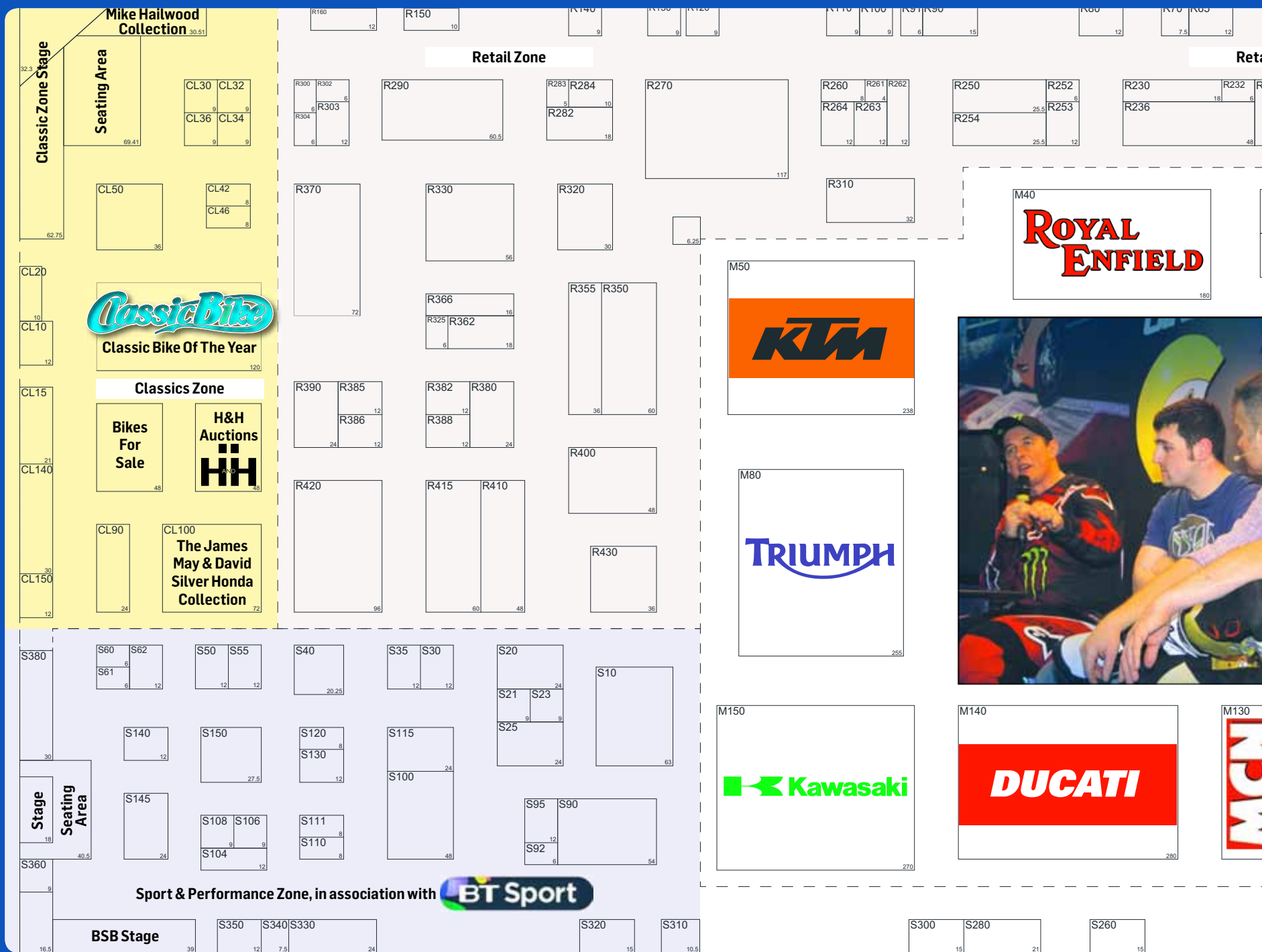
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 R382  
 S230  
 R90  
 S104  
 R253  
 R160  
 A48  
 A44  
 R270  
 AltRider  
 Altamura Concepts  
 American Motorcycle  
 Experience  
 Appia Healthcare  
 Arc-on  
 Arkay Sales  
 Arkey Sales  
 Arthur Carter  
 Atlantic Action Sports Eyewear

- A31  
 Cu104  
 A14  
 S108  
 S21  
 R130  
 R40  
 S360  
 R4  
 Austin Racing  
 Austin Vince  
 Barrar  
 Bell & Ross  
 Bike Colours  
**Bike magazine**  
 Bike Normandy  
 Bike Systems (Bike Hud)  
 Bike Tours for the Wounded  
 Bikers Discount Store  
 Bikerswear  
 Bikespeeduk.com  
 BKS (made to measure)  
 Blackbird Leathers & LICS  
 BMG Scooters  
**BMW (GB)**  
**BMW Motorrad UK**  
 Brilliant Polishes  
 BSA  
**BT Sport**  
 Buffera  
 California Superbike School  
**Carole Nash**  
 Casada  
**CCM Motorcycles**

- S300  
 A11  
 R30  
 CU68  
 S110  
**A11**  
 R76  
 S350  
 R79  
 S92  
 R370  
 S120  
 R35  
 R263  
 R234  
**M60**  
**A15**  
 Cu106  
 CL50  
**S145**  
 R65  
 S30  
**M100**  
 R195  
**A30**  
 CD Slot  
 City of Leather  
**Classic Bike magazine**  
 Clear Water Led Lights  
 Clinton Enterprises  
 Crios  
 Custom Bike Clothing  
 Custom Made Ear Protection  
 Datatag ID  
**David Silver Spares**  
 Davida (UK)  
 Digital Speedos  
 Double Red  
**Ducati UK**  
 Dust Devils Adventure Holidays  
 Dustoff Covers  
 Eaglerider  
 Ekselsior  
 CL50  
**S145**  
 R65  
 S30  
**M100**  
 R195  
**A30**

- R283  
 Cu30  
**CBOTY**  
 R303  
 R415  
 R2  
 Cu70  
 S220  
 S310  
**CL90**  
 Cl10  
 Cl150  
 S340  
**M140**  
 A10  
 S320  
 A40  
 R260  
 A37  
 A22  
 R252  
 Cu50  
 R20  
 R72  
 R150  
 Force Riders  
 Fuchs Silkolene  
 Gearchange  
 Gearchange  
 Gerbing Heated Clothing  
 Gilbert & Mellish  
 Globebusters  
 Godin Sporting Cars & Motorcycles  
 Goodridge  
 Gorgeous Bikes  
 GP Leathers  
 S340  
 Grinfactor  
 H. I. D. City  
 H.R.S Motorcycles  
 Hadrian V-Twin Tours & Rentals  
 Hagon Products  
**Harley-Davidson Europe**  
 Harpers  
**Harrison Billet**  
 Hel Mobile  
 Helite UK  
 Helmetcity.co.uk  
**Herald Motorcycle Company**  
 HGB / Daytona Motorcycles

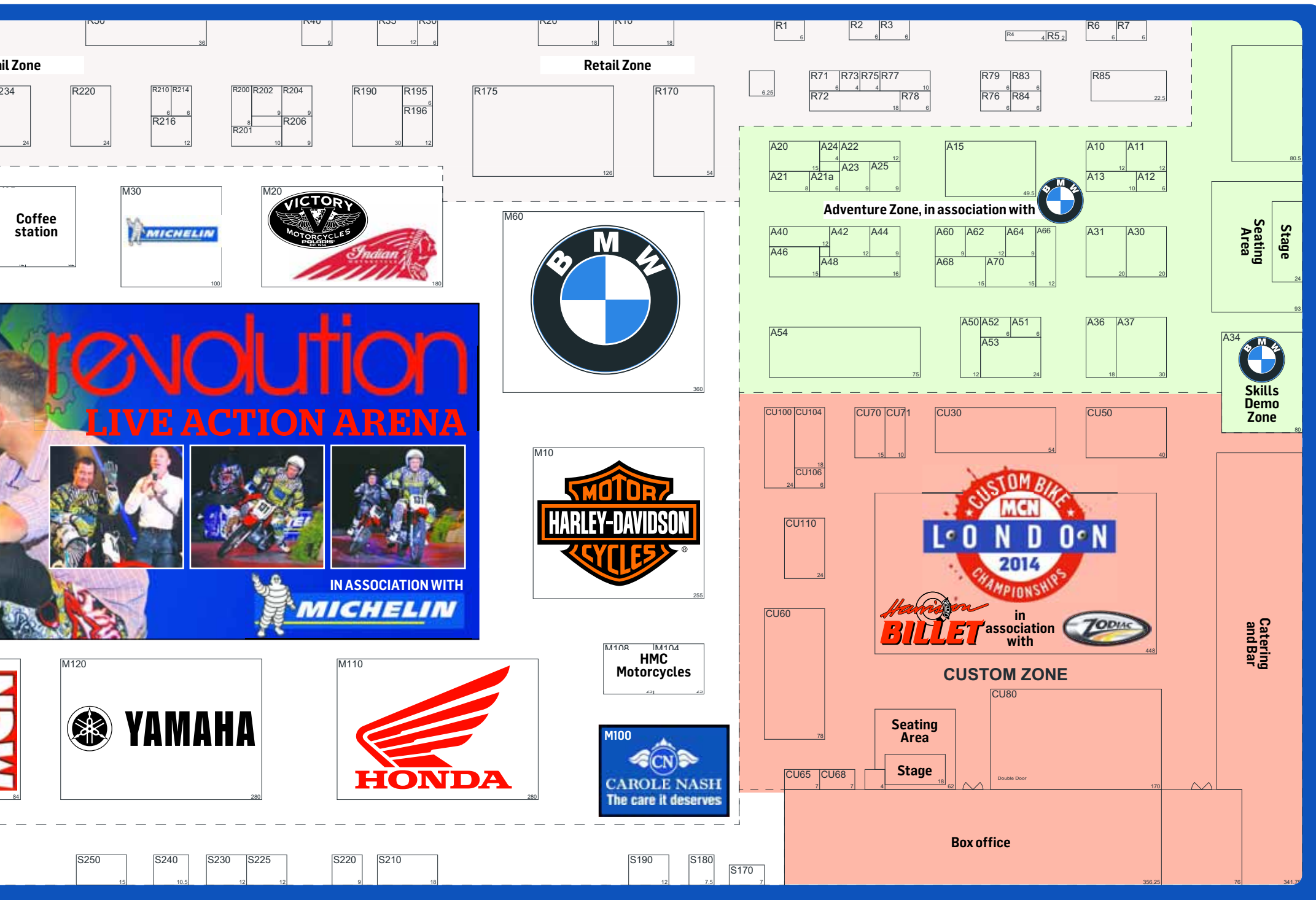
- R284  
 S115  
 R362  
 R388  
 S250  
 R202  
 A46  
 Bfs1  
 S90  
 R400  
 R220  
 S25  
 R216  
 R230  
 A20  
 S225  
**M10**  
 R250  
**CU110**  
 R201  
 R385  
 R290  
**M108**  
 S10

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- |                               |             |                                  |             |                                      |             |                           |            |                             |             |
|-------------------------------|-------------|----------------------------------|-------------|--------------------------------------|-------------|---------------------------|------------|-----------------------------|-------------|
| High Visibility               | R70         | Maxco                            | R91         | Paradise Motorcycle Tours NZ         | A42         | <b>Royal Enfield</b>      | <b>M40</b> | Toursareus                  | A21         |
| <b>Honda</b>                  | <b>M110</b> | MCE Insurance                    | R254        | <b>Performance Bikes magazine</b>    | <b>S95</b>  | Royal Enfield Books       | C142       | Transport for London        | R330        |
| Hottrax Motorsport            |             | <b>MCN</b>                       | <b>M130</b> | Point Two Air Jackets                | R264        | Scorpion Exhausts         | S260       | Triple X Trading            | S170        |
| Racing Club                   | S62         | Mega Motorcycle Store            | R175        | Pole Position Travel                 | S130        | Scotrain                  | A50        | <b>Triumph Motorcycles</b>  | <b>M80</b>  |
| Hunter Class                  | R310        | Metal Mule                       | A36         | Portsonachan Hotel                   | A23         | Scott Leathers            | R320       | Ultimate Ear Protection     | R120        |
| J&K Trading                   | R200        | <b>Michelin</b>                  | <b>M30</b>  | Portugal Off Road with Rallymoto     | A12         | Screen Kleen              | R5         | Universal Tyres             | S200        |
| Imps Motorcycle Display       | A24         | Microfibre Boxers                | R386        | Powerbronze                          | S100        | Shop4bikers               | R375       | Vape Emporium               | R71         |
| <b>Indian Motorcycles</b>     | <b>M20</b>  | Motohaus Powersports             | R366        | <b>Practical Sportsbike magazine</b> | <b>S380</b> | Silvermachine             | R410       | Venhill Engineering         | S35         |
| Infinity Motorcycles          | R420        | Motolegends                      | Cl15        | Principal Insurance                  | S150        | Skidmarx UK               | S330       | <b>Victory Motorcycles</b>  | <b>M20</b>  |
| International Paintball Group | R204        | Motor Bike Bits                  | R282        | Proskins                             | S240        | Skulls & Orchids          | S261       | Wax Jackets Cleaned         | Cl20        |
| J&K Trading                   | R232        | Motorcycle Sport & Leisure Tours | A60         | Proto UK                             | R236        | Sole Mates                | R300       | Wemoto.com                  | Cl30        |
| <b>Kawasaki Motors UK</b>     | <b>M150</b> | Motorcyclegifts.co.uk            | R262        | R&G Racing                           | S280        | Sorrymate.com             | R196       | Whotz Hot                   | R302        |
| Keith Martin Photography      | S106        | Motorcycles & Mountains          | A64         | RAC Motoring Services                | R390        | SOS UK                    | S180       | Working For Wildlife        | A21a        |
| Krazy Horse                   | Cu60        | Mototouring S.R.L                | A70         | Racefit                              | S55         | Special Expressions       | R210       | <b>Yamaha Motor UK</b>      | <b>M120</b> |
| Kriega                        | S20         | Motus Bike Wear                  | R50         | RaceTek                              | M108        | Spitfire Multispark       | Cl32       | Zebra Websites              | R84         |
| Ktib                          | R214        | My Bike Solutions                | R190        | Raceways Motorcycles                 | R350        | Spyder Club               | A25        | Zodi 50                     | R1          |
| <b>KTM Sportmotorcycle UK</b> | <b>M50</b>  | National Assoc' of Blood Bikers  | A50         | Realrider                            | R206        | Stahlkoffer Panniers      | A66        | <b>Zodiac International</b> | <b>CU80</b> |
| Kushitani UK                  | S190        | Nitron                           | S40         | Red Torpedo                          | R10         | Steve Whyman              | S60        |                             |             |
| Lambeth College               | S111        | Nokalert                         | R75         | Renapur                              | R325        | Supreme Pitch             | R140       |                             |             |
| Lids Direct                   | R430        | Oberon Performance               | R80         | <b>Ride magazine</b>                 | <b>R355</b> | The Daily Telegraph       | S23        |                             |             |
| M H Textiles                  | Cl35        | Oily Rag Clothing                | Cl46        | Ride With Us                         | R78         | The Hogfather Motorcycles | CU65       |                             |             |
| Mac Motorcycles               | R304        | Open Road Rentals                | A53         | Ridermount                           | A51         | The Stationery Office     | R100       |                             |             |
| MAG Europe                    | Cu100       | Opus Moto (Purpleline Ltd)       | R170        | <b>Riders for Health</b>             | <b>A62</b>  | Top Shot Promotions/      |            |                             |             |
| Magnetic                      | R73         | Orange-Black by H-C Travel       | A68         | Rigcharm                             | R85         | Genuine Suzuki Clothing   | R110       |                             |             |
| Maitland Racing               | Cl140       | Oval Motorcycle Centre           | S50         | Royal British Legion                 | R6          | Touratech UK              | A54        |                             |             |

■ Exhibitor list and floorplan correct at time of going to press. Don't forget the huge Revolution arena in the centre of the hall where you'll see race stars including TT legend John McGuinness battling it out in the all-action Revolution show. Revolution is included in your ticket price.

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# ESSENTIAL SHOW INFORMATION



### ARRIVING BY TUBE

The Jubilee Line is recommended as the quickest route to ExCeL London and the ICC.

More information on travelling to London ExCeL can be found on the venue's website at: [www.excel-london.co.uk](http://www.excel-london.co.uk)

### Parking at ExCeL

Motorcycles can be parked free of charge in the halls right next to the show – simply approach ExCeL and you will be guided to the parking entrances. All the bike parking is under cover, and the Riders for Health helmet bus will be on site to store your helmets, jackets, back protectors etc for a small donation to this excellent charity.

All car onsite parking is pay & display, with the exception of the Royal Victoria multi-storey car park, which is located at the west end of the site. Parking in the Royal Victoria multi-storey car park can be paid for at the end of your visit, at one of the three pay points located within the car park. Motorcycles can be parked free of charge in any of the above locations, too.

### PARKING CHARGES AT LONDON EXCEL ARE AS FOLLOWS:

Motorcycles	FREE
On-site	£15
Offsite (Park & 6-minute Ride)	£10

The venue is located outside the Congestion Charge Zone, but is included in the Low Emission Zone (LEZ). Cars and motorcycles are exempt from LEZ charges, but all other vehicles are subject to them, so check at [www.tfl.gov.uk/roadusers/lez/default.aspx](http://www.tfl.gov.uk/roadusers/lez/default.aspx) if you're unsure whether you'll be charged.

### SHOW ORGANISERS

Motor Cycle News, Bauer Media, Media House, Peterborough Business Park, PE2 6EA  
Tel: 01733 468000

### Venue details

**THE CAROLE NASH MCN  
LONDON MOTORCYCLE SHOW**  
ExCeL London,  
One Western Gateway,  
Royal Victoria Dock,  
London E16 1XL

### Show times

**Friday, February 14** 10am-5pm  
**Saturday, February 15** 9am-6pm  
**Sunday, February 16** 9am-5pm

### Ticket prices

Advanced booking is now closed for the show, but you can purchase your tickets on arrival at ExCeL.

### TICKETS PRICES ON THE DOOR

Adult	£20
Concession	£15
Child (under 15 years)	Free

Children under 15 get free entry when accompanied by a paying adult. One child per paying adult.

### Travel details

#### ARRIVING BY ROAD

When driving to ExCeL London, follow signs for Royal Docks, City Airport and ExCeL. There is easy access from the M25, M11, A406 and A13. Satnav users are advised to use the postcode E16 1DR.



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# KAWASAKI

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55  
NEW  
BIKES



## Z1000SX | NEW RADIAL BRAKES

**T**he updated Z1000SX is a focused, refined update on what is already widely regarded as a brilliant bike.

There was nothing much wrong with the old Z1000 engine, it was already reckoned to be one of the best around thanks to its combination of excellent fuelling, massive range of usable grunt and true top-end zest. Kawasaki has, however, improved it by delivering even sharper throttle response, without affecting peak performance.

Chassis-wise, Kawasaki has taken things further. To deliver true superbike-spec braking new radially-mounted Tokico monobloc calipers, complete with a radial master cylinder,

now bite on the twin front petal discs. While, suspension-wise, the fork receives revised damping rates and the rear shock gets a heavier spring and handy remote preload adjuster – just the thing sports tourers need for easily winding up the rear to compensate for pillions, luggage... or both. And the new panniers are more credible and integrated, more becoming of a bike of this stature.

**Verdict:** Phil West, Executive Editor  
This is a clever, considered and very worthwhile update of an already excellent machine. The Z1000SX was already something of a connoisseurs' choice: fast, effective, decently equipped,

involving, good value (without seeming cheap or tacky in any way) and yet understated and unshowy, too.

Kawasaki hasn't lost any of that. It hasn't thrown the baby out with the bath water. Instead it has corrected or improved what it genuinely needed to, based on feedback of the old model (suspension, preload adjuster, panniers), enhanced what it didn't, but is welcome anyway (brakes, mirrors, seat, engine, induction noise) and then added a bang-up-to-date technical cherry (traction control and power modes) on top.

Simply put, Kawasaki has made an already great bike even classier. Maybe they should be shouting about it more.



## Z1000 | FASTER ACCELERATION

The 2014 Z1000 has the look of a Euro streetfighter about it, but the changes are far more than cosmetic.

Kawasaki has tinkered with the 1043cc inline four-cylinder engine, increasing revs, boosting midrange and boosting claimed power up 4bhp to 140bhp. The rear sprocket has an extra tooth for better acceleration, but the internal sixth gear ratio is longer, so overall gearing remains the same in top.

The riding position is less extreme than the old model, thanks to lower bars, a revised footpeg position and a lower, narrower seat. Fuel tank capacity is up two litres to 17, and the weird orange clocks have been replaced by an LCD display, with a swirl-shaped fuel gauge and a bar-style LED tachometer.

Showa's Big Piston Fork adorn the Z1000 for the first time, and a new rear shock has a different linkage, revised damping settings and is now fully-adjustable. Up-rated four-

piston radial front brake calipers are now Tokico monoblocs and they bite 10mm larger-diameter twin 310mm petal discs.

The basic 2014 Z1000 (in black or orange) costs £9499, but it's £200 more for a green one (I'm not kidding) and £10,099 for the ABS version (which is only available in green).

**Verdict:** Michael Neeves, Senior Road Tester

Kawasaki has made the new Z1000 faster, sharper, smoother and more exciting than ever. It has more refined and controlled suspension, stronger brakes, a faster and more refined engine and is more practical, thanks to its two-litre bigger tank and improved fuel economy.

The 2014 Z1000 has at last got the muscle to be regarded as a 'proper' super-naked, placing it comfortably alongside the Triumph Speed Triple, KTM Super Duke and Aprilia Tuono – and that is praise indeed.



J300



**FIRST RIDE**  
LIAM MARSDEN,  
MCN WEB PRODUCER

The J300 represents a new frontier for Kawasaki – one where practicality and comfort rule, not lap times. The single-cylinder 299cc engine makes a claimed 27bhp at 7750rpm, enough for it to shift

surprisingly quickly. Overtaking uphill at 70mph isn't a problem and it'll happily cruise at 80mph without working too hard.

The J300 is an excellent entry into the competitive scooter market, where it sits perfectly between lighter 125cc scooters and much larger and heavier maxi scoots, combining a healthy spread of power with decent handling.

K-LAP IT UP!



Kawasaki's stand also plays host to an innovative green-screen racing feature which allows members of the public to simulate a race track ride on a

Kawasaki Ninja ZX-6R, specially adapted to mimic a real racing machine.

Once a virtual lap of the famous Silverstone race track has been filmed with the rider on-board and leaning into each turn, a video will be created that shows the rider on track and in the company of Tom Sykes on a Ninja ZX-10R Superbike.



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# ***WINNERS WEEKEND*** ***AT KAWASAKI DEALERS NATIONWIDE***

*Put your clocks forward and 'Spring' into action. During Saturday 29 and Sunday 30 March, participating Kawasaki dealers will be opening their doors for a Winning Weekend of test rides, prizes and surprises.*

*Test rides will be available on most Kawasaki machines including the fabulous new models for 2014, the Z1000, Z1000SX and J300. Register your attendance with your local dealer to avoid disappointment and be part of our amazing prize draw. With prizes up and down the country, you could be in with a chance to win a variety of prizes. One lucky winner will be the proud owner of our top National prize - a GBmoto Racing liveried Kawasaki J300 Scooter.*

***Win big this Spring and register your attendance today at [www.kawasaki.co.uk/demoweekend](http://www.kawasaki.co.uk/demoweekend)***

**Kawasaki**





# HARLEY-DAVIDSON

**Stand M10** | New bikes, the customising face-off, and some serious specials on show

## ELECTRA GLIDE ULTRA

**T**he Harley-Davidson stand is a hive of activity for 2014. Thirteen bikes represent the brand, eleven from the current range, plus two more representing the heritage of Harley-Davidson. In addition, Warr's and Shaw, two of the UK's most proactive Harley dealers, will be showing off their stunning custom creations, and two incredibly lucky MCN winners will be watching as £10,000 of official accessories are fitted to their bikes in a live, on-stand build-off.

### A new dawn for Harley-Davidson

The last 12 months have fundamentally and forever changed Harley-Davidson, with the addition of water-cooling to their flagship touring bikes.

Don't be misled by the new Glide's seemingly unchanged looks. While the styling may be familiar, the vast majority of the bikes are all-new. To be exact, there are over 100 changes, making this the biggest revision of the famous Electra Glide since it first gained its 'batwing' fairing in 1969.

What's more, these changes include everything from wheels, brakes and suspension, to clocks and fairing, and most revolutionary of all, the introduction of water-cooling for the first time on a 'classic' Hog.

It's all come about as a result of the

biggest shake-up at Harley in a generation. And the reinvention of Harley's whole Touring family, headlined by the new water-cooled Electra Glide Ultra Limited, are the first fruits of that new approach.

### Verdict - Phil West, MCN Executive Editor

While the bike is firmly locked into the heritage of Harley, the new, bigger discs and linked brakes are truly a meaty improvement over the old. They're not racetrack-good, obviously, but they're ample and adequate. On this evidence, no longer will we be able to criticise Harleys for lamentable stoppers.

The new Glide's 'Infotainment' touchscreen display, not to mention the revised instruments and reworked switchgear set a new standard in motorcycling, being great-looking, intuitive and easy to use. When I first saw Harley's new switchgear had twin joysticks on it I thought they were mad. Having used it, it's ace.

Heading west on the I-70, past the ski Meccas of Vail and Beaver Creek, all money-dripping, chalet-style mega hotels and manicured ski slopes, there was nothing else I'd rather have been on.



55  
NEW  
BIKES

Harley-Davidson is screaming into the 21st century with water-cooling and touchscreens



See the Street Glide on the stand

Based on a Softail, Gentleman 39 is the work of Shaw Harley-Davidson



## CUSTOM BUILT | DEALER SPECIALS SET TO SPARKLE

In addition to the raft of new Harleys, and the live build-off taking place, there will also be custom displays featuring two of Harley-Davidson UK's most prolific dealers, Shaw Harley-Davidson, and Warr's Harley-Davidson.

### Shaw

Shaw will be bringing two bikes, and the one pictured left is the Gentleman 39, built as an example of their creativity and what can be made on the Softail

chassis platform. The bike is based on a new Harley-Davidson Blackline, which the team heavily customised to build a bike that would have all the visual impact of a 1930/40s Hog, but with today's build quality. It's a stunning build, with custom fabricated fuel and oil tanks, and rear fender, and a signature offset front headlamp.

### Warr's

Warr's 'King's Road Customs' (the

custom design and build side of Warr's Harley-Davidson) will also be bringing two of their fabulous creations to the show. This one, pictured right, is based on a 2008 Softail Crossbones. Warr's have then gone to town with their catalogue, adding their own spec handlebars, grips and footpegs. The bodywork and saddle are also their own design, while the paint was by Image Design Custom, and the chrome plated by the London Chroming Company.

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Harley-Davidson Ultra Classic



Harley-Davidson Road King



## MY DREAM HARLEY WINNERS

### The build-off

MCN teamed up with Harley-Davidson to offer two lucky Harley-Davidson owners the chance to win £5000 of genuine Harley-Davidson parts. Now the winners have been drawn, they will be in London for the build-off as Harley Master Technicians create their dream bike live on stage.

The winners are Matt Wilsher (above left), who rides an FXDB Softail Breakout, and Ben Williams (above right), who rides an XL883N Sportster Iron. See both bikes, and their live transformation throughout the three-day show (on stand M10) as the Harley experts fit the stunning accessories to the winners' bikes.

### See them at the show

- Sportster Iron 883
- Sportster Forty-Eight
- Sportster Seventy-Two
- Dyna Fat Bob
- Dyna Street Bob

- Softail Slim
- Softail Fat Boy Special
- Softail Breakout
- V-Rod Night Rod Special
- Touring Street Glide
- Touring Ultra Limited



Warr's steampunk-style Crossbones is chrome crazy

# CCM

If you're planning to do a lot of this on your trans-world adventure the CCM GP450 is for you



## Stand A30 | CCM are back in the new bike game with their all-new, world-crossing lightweight adventure weapon

### CCM GP450

The new GP450 Adventure is a big step forward for Bolton-based CCM. The firm has targeted the world's fastest-growing bike sector – adventure bikes – by boldly fielding a 450 single, rather than the 1200cc+ multi-cylinder behemoths we've become familiar with. The idea is to build a bike for those wishing to ride both on and off-road, but also with the ability to traverse the globe.

CCM is taking the bold move of producing a road-going, entry-level version, which doubles as a lightweight adventure bike. And, after four years of development by CCM director Austin

Clews and his team, the all-new GP450 is the result.

There's no mistaking where the 450 Adventure's styling comes from. Its 'Dakar' lines give it an aggressive stance and an 'I'm going to headbutt you if you come any closer' glint in its eye.

Hanging in the innovative bonded frame is a BMW-sourced 450 motor – the same engine as used in BMW's, now discontinued, G450X enduro. It means the GP450 is unlikely to be the ideal bike for devouring endless motorway miles, but it doesn't aim to be.

The prototype's frame is made from forged 6061 aluminium, and is dubbed by CCM as their 'Bond-Lite' chassis, comprising 13 forged aluminium components, which are bonded together

using the same glue used in aerospace. The frame is also modular so any part can be redesigned, hinting at future derivative models.

**Verdict** – Andy Davidson, MCN Staff Writer

If you're not going to ride off-road a lot, the GP450 isn't for you. CCM is offering customers a machine capable of long distance travel, yet one that has serious off-road credibility. And that potential to go off the beaten track – and do it exceptionally well – is the CCM's biggest selling point.

If you're serious about taking on the world and plan to be riding off-road as much as on asphalt, then the CCM will set your pulse racing.



LCD clocks are clear and cocooned safely inside the CCM's cowling



Lightweight bonded frame makes the GP450 perfect for ripping up the rough



Life as a CCM GP450 rider means more of this and less of boring motorways

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**A WORLD FIRST: CORNERING ABS**



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Photo: H. Schedl, H. Mitterbauer

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KTM 1190 ADVENTURE  
ACTION VIDEO





# KTM

**Stand M50 | The Beast attacks Britain**

## 1290 SUPER DUKE R

**D**evelopment work on the all-new KTM 1290 Super Duke R started in 2010 as a hefty revamp of the existing 990 version via a big-bore 1050cc motor and a restyle.

A few months in, KTM decided to link the development of the new Super Duke to its 1190 Adventure, which was launched last year.

That changed again when, later in the development process, the decision was taken to increase the capacity of the engine from 1199cc (featured in the Adventure model) all the way out to the 1301cc 75 degree V-twin we now see in the 1290 Super Duke R. The motor has a huge 108mm piston diameter and the 71.5mm stroke is bigger than that in the 1190 Adventure motor.

KTM also spent time and effort to address the biggest criticism of the firm's large-capacity bikes – snatchy throttle response. The throttle issue, and the rough-edged, unrefined nature of the more powerful models, has been seen by many as barriers to owning a KTM – but we're pleased to confirm that with the Duke R they've completely cured the issue.

**Verdict:** Adam Child,  
Senior Road Tester

The new Super Duke is a brilliant bike, no question. It has class-leading power, a chassis that's capable on track and road, is easy to ride and is the best-fuelling KTM I've ever ridden. You could pop to the shops in the morning wearing jacket and jeans. Then throw on a set of race leathers in the afternoon and play with your sportsbike mates. It can do it all. KTM's a cool brand, there are plenty of extras to customise it with, and I like this new Super Duke.

However, I don't really understand the point of a 180bhp 'Beast' that's neutered by its traction control. Some riders may never switch it off meaning they'll simply have a sexy-looking, naked with class-leading power and torque that is easy to ride, compliant and functional, and which everyone will be envious of.

But if that's the case, why buy a 180bhp 'Beast'? Yes, beneath all that electronic neutering there really is a wild bike. But to use it you must pull over, scroll through the menu and switch everything off!



55  
NEW  
BIKES

## RC390 | A2 LICENCE-FRIENDLY

The RC390 may have just pulled off a perfect timing coup. Built in India under the care of Bajaj, the Indian giant that owns almost half of the Austrian brand, the RC family (there are also 125 and 200 versions, although the UK will only get the 125) are sure to be a massive hit in the UK, as the Dukes have been.

Power is the same 43bhp as the 390 Duke, while the weight is up a little thanks to the full fairings, tipping the scales at a claimed 147kg (dry). The resulting power-to-weight ratio means the RC390 will sneak in beneath the cut-off for A2 licensing laws without the remap required by its naked sibling.

The one-piece steel trellis chassis is supported by WP suspension, and rolls on 17in wheels boasting 110 front/150 rear section Metzeler Sportec M5 tyres. ABS is fitted as standard, and practicality is further reinforced with a pillion seat and removable pil-

lion pegs, enabling the rear subframe to be tidied up by those wishing to fit the single seat option, available as a KTM Powerparts upgrade.

The RC also gets a new steel trellis frame, with a sharper head angle than the Duke for more sporty handling, and a shorter wheelbase. The LCD display displays all the usual info, plus a gear indicator, fuel gauge and a service reminder. There's even a shift light.

Small-capacity bikes haven't been this cool for years.



## RC125

Almost more exciting than the flagship of the RC trio is the smallest of the offerings, the RC125. It uses the 15bhp 124cc motor from the Duke, and should handle sweetly thanks to the revised frame and geometry. The RC will doubtless feel like it could take another 30bhp without stressing the chassis package – almost exactly what the 390 has got. The 125 deserves to be a rampant sales success – finally a learner bike capable of inspiring younger riders onto two wheels.



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# VICTORY

**Stand M20** See the range, meet the stars & grab a five-year warranty



**F**or 15 years, Victory has been an aggressive, dynamic force in the world of custom motorcycles. While still a relative newcomer, they've fast-earned respect for delivering performance-orientated cruisers, baggers and touring models into a traditionally highly conservative market. Their dedication to build quality has also set them apart, and culminated in the firm now offering a five-year warranty on all of their new bikes.

A great selection of the Victory 2014 range will be on display at the show, giving a great opportunity to get close to the new metal, and see if a Victory can tempt you away from sister brand

Indian, or sector stalwarts, Harley-Davidson. The current range even includes three MCN award-winners, accolades that aren't given lightly.

#### See them at London

- Vision (MCN Tourer of the year 2008 & 2009)
- Cross Country
- Vegas 8-Ball
- Hammer-S (MCN Cruiser of the year 2010)
- High-Ball (MCN Cruiser of the year 2012)
- Judge (Runner-up MCN Custom of the year 2013)
- Boardwalk

55  
NEW  
BIKES



Get up close to bikes like the High-Ball, Vegas 8-Ball and Judge to see Victory's stunning build quality

## SNOB'S HOGTALES

Victory will be donating a 'Jackpot' to Huey Morgan of the Fun Lovin' Criminals, and Snob, a custom builder from North London, to customise on a new TV show, before giving it to a Royal Marine.

The Royal Marines have picked a worthy recipient, who will be announced on stage at the Carole Nash MCN London show. It's also the moment when filming will start for the HogTales TV show that will follow Huey and Snob as they begin the process of building a unique special. See the hand-over live at the Custom Stage on Friday, February 14 at 2pm.



Huey and Snob ready for action

1 2 3 4

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# INDIAN

**Stand M20** | Iconic brand is back with a vengeance, and three new models

**I**ndian Motorcycles are back after more than 50 years of chaos and confusion with three all-new motorcycles based around the Indian Chief with the firm clearly gunning for Harley-Davidson.

The build-up to the release of the new bike has been gathering momentum since the Indian brand was bought in 2011 but the biggest surprise was the fact the firm has developed three new bikes based around roughly the same engine and chassis platform.

Our first ride at the launch of the bikes in America last August showed all three to be beautifully made, high quality, stylish motorcycles which, despite the vintage looks and nod to the past, have adopted some of the latest technology and offer something new in the heavyweight cruiser class.

Ride-by-wire throttle, Bluetooth communications, a radio, keyless ignition and remote locking, an electric screen, standard cruise control and ABS combine with a smooth and grunty engine, decent ground clearance and

brakes along with handling that doesn't fall apart at the first sign of a corner.

The three variants are the Indian Chief Classic, Indian Chief Vintage and the Indian Chieftain, which share the newly-developed Thunder Stroke 111 1811cc V-twin, chassis and basic design but offer a base bike, traditional-style cruiser and hard-pannier bagger too.

**Verdict:** Andy Downes, MCN Senior Reporter

I love the Classic and the Chieftain in particular, but couldn't get on with the big screen of the Vintage. The Classic is great for the simplicity of what it offers, the Chieftain for the razzamatazz and drama it brings. A big engine with gutsy yet smooth performance, a modern interpretation of the old Chief styling themes, and nothing to get in the way of just having fun while riding. Overall, I was hugely impressed. These bikes have come from nothing in just two-and-a-half years and are so well executed that the rest of the cruiser world should sit up and take notice.

55  
NEW  
BIKES



The Chief Classic takes its looks from old-style Indians but packs modern tech and genuinely capable handling

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# ROYAL ENFIELD

**Stand M40** | Riding high on the resurgence of an icon

## CONTINENTAL GT | A CAFE RACER WITH CLASS

**A**lthough in terms of numbers India's Royal Enfield has long been a big fish (its 100,000-plus annual bike production easily beats the output of Triumph, Ducati and more) its actual bikes and world presence has been quite the opposite – far too easy to dismiss. Until now.

The new £5499 Continental GT is a significant step up from Enfields of yore. Yes, the 535 motor is basically a slightly enlarged version of Enfield's staple air-cooled single (which was first seen in 2008), but virtually everything else is all-new, including frame, suspension, brakes, bodywork and equipment. This simply hasn't happened before.

While to get the styling right, Enfield didn't just copy the original 250GT, it

thoroughly researched the whole subject, consulted key historical Enfield design figures and engaged respected British motorcycle design consultants, Xenophya (most notably responsible for Triumph's Tiger Explorer 1200). It even went as far as talk to old rockers and café racer types to thoroughly understand the culture.

The stuff it's got – its equipment levels and quality – are a far cry from Enfields of old, too. Names such as Brembo, Pirelli and Harris, as previously mentioned, may be sufficient to have many already sold. But there's plenty more: pleasing, chrome-rimmed twin analogue dials with incorporated LCD panels are both bang-up-to-date and appropriately retro, too; contemporary switchgear; smart, chromed bar-end weights and a 'Monza-alike' fuel cap.

**Verdict:** Phil West, MCN Executive Editor

Riding out of the Ace Café on the GT I felt like a 'Ton up kid'. I could look at it for ages. There's loads of tinkering and polishing I could do; lots of nice clobber I can now buy and, for short, noisy, scratchy hops, the GT is a giggle to ride, too.

If that's what you fancy, the GT's lovely and decent value. At the end of the day, however, it's still an Enfield for better and worse: a 29bhp, single-cylinder, short trip machine with old-school appeal. Its performance and comfort limitations on today's roads make medium trips daunting, never mind long ones (the 250cc Suzuki Inazuma twin is better), while its size will put off bigger riders. Take all that on board, though, and it's a fab.



55  
NEW  
BIKES

The Continental GT has taken Enfield into the 21st century. See it up-close on stand M40



Retro cool has never been more affordable. Will you be tempted by the HMC Classic?

# HERALD MOTOR CO

**Stand M108** | British style, big bike presence – a surefire hit

## HMC CLASSIC | A MINI BONNIE FOR UNDER £2K

**H**MC stands for the Herald Motor Company – and the Chinese firm's bikes are imported by UK specialists Zing Bikes.

The HMC Classic is technically nothing new, but the metal and styling all somehow adds up to a cute, welcome, breath of fresh air.

By being a retro-styled roadster, a mini Triumph Bonneville if you like, the HMC isn't over-reaching technically or pretending to be anything it isn't, while at the same time remaining true to its budget price. Whichever way you look at it, £1750 for the basic version or another £200 for the posher 'S' model is great value.

**The S version**

If you're enticed by the Classic but want something a little better equipped and more modern, the solution could be the Classic 'S'. For your £1950 you get wider, 18in anodised alloy-rimmed wheels front and rear in place of the base version's 19/17in chromed steel combo; fatter inverted fork, chunkier alloy yoke, and bigger brakes. There's also extra chrome on the headlamp nacelle, clock base, lift handle and more, and different front mudguard.

**Verdict:** Phil West, MCN Executive Editor

In town, it wriggles through traffic with the best of 'em and easily keeps up

with the flow right up to 65mph! Faster roads take either patience or bravery, but then that's true of pretty much all 125s. While the brakes are markedly better on the S version, with bigger discs, and the suspension on both is basic, there's nothing here that unduly concerns. The switchgear is modern, while the fuel tap and choke lever on the carb is quite the opposite. I buzzed around town imagining I was some kind of Fonzy before realising, sadly, at 6ft 3in I looked more like a gorilla on a monkey bike! Oh to be a waif-like 17-year-old once more.

Ultimately, at £1750, the HMC is charming, effective enough for town or short hops – personally, I'm tempted.

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chassis that lets you hug every curve on  
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The new

It debuts a twin downtube cradleframe chassis that lets you hug every curve on  
modern nods to café racer heritage. The new  
visit [royalenfield.com/ContinentalGT](http://royalenfield.com/ContinentalGT) or log on to



The lean, pared-down ride that defined an era is back and more powerful than ever. Our new motorcycle is every ounce a café racer. It debuts a twin downtube cradleframe chassis that lets you hug every curve on the road while preparing you for the next one. Added support comes by way of Pirelli Sport Demon tyres. A new engine displaces 535cc and dollops of torque, when you need it. With gas-charged rear shock absorbers from Paioli and Brembo disc brakes, the rider stays in charge. Genuine clip-on handlebars, a classic racer silhouette and an aerodynamic seating position – these are modern nods to café racer heritage. The new Continental GT is part homage, part engineering tour de force. All-in-all, it is our finest expression yet of pure motorcycling. Bookings open. To know more, visit [royalenfield.com/ContinentalGT](http://royalenfield.com/ContinentalGT) or log on to [facebook.com/royalenfielduk](https://www.facebook.com/royalenfielduk) for a test ride.



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## £12,000 prize purse attracts Europe's best bikes for the first London Custom Building championships

**T**he cream of custom bikes will descend on the show this weekend as the inaugural London Custom Building championships gets underway. With the biggest prize fund in Europe and four individual category awards up for grabs, expect the builders to pull out all the stops and roll up with some jaw-dropping creations. The list of the builders entered into the championships is a who's who of the custom world with old-guard builders such as Nick Gale and Shaw Harley-Davidson competing with brand new arrivals like Old Empire Motorcycles.

As usual, the competition bikes will be kept under-wraps until the show opens on Friday but the machines pictured here are examples of previous creations by the builders.

### The categories

#### Modified Harley-Davidson:

Any year Harley manufactured frame incorporating original engine cases with stock configuration so the neck may not be cut to rake or stretch. Engine case internals can be replaced to

include cylinders, heads, turbochargers, superchargers and NOS kits. Also allowed are modified swingarms, fat or skinny rear end conversions and welded hard tails, as are frame or rear-end lowering or raising, as long as the basic stock frame geometry remains unchanged.

- Cash prize of £500 for class winner.
- Harrison Billet vouchers worth £500 for class winner.
- Zodiac vouchers worth 500 euros for class winner.

#### Retro/Old Skool:

Any modified bike, with any drivetrain on any chassis configuration manufactured prior to 1984. Must be styled to have the appearance of a motorcycle manufactured prior to 1984 and be based on a pre-1984 engine. Use of a limited number of contemporary parts/design elements are permitted.

- Cash prize of £500 for class winner.
- Harrison Billet vouchers worth £500 for class winner.

- Zodiac vouchers worth 500 euros for class winner.

#### Street Performance:

Custom bikes of all kind, on any platform or drivetrain, air or liquid cooled or powered by other energy, with emphasis on performance enhancing engine modifications and handling modifications. Open to highly modified performance sportsbikes, drag racers, circuit racing, off-road racing, 'Bonneville' racers and Metric. All kinds of performance engineering and enhancement techniques allowed.

- Cash prize of £500 for class winner.
- Harrison Billet vouchers worth £500 for class winner.
- Zodiac Vouchers worth 500 euros for class winner.

#### Freestyle:

One-off, from ground-up built custom bike on any chassis platform or drivetrain.

- Cash prize of £500 for class winner.
- Harrison Billet vouchers worth £500 for class winner.
- Zodiac vouchers worth 500 euros for class winner.

#### Overall winner:

The prize fund for the overall winner at the show is a massive £4000 plus £1000 of vouchers each from Harrison Billet and Zodiac International. The biggest prize in European custom bike building!



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### Andy Hornsby

Editor of American-V magazine

### Nik Samson

Editor of BSH magazine

### Ped Baker

MCN

### Fred Krugger

Renowned custom bike builder and former World Champion Custom Bike Builder.

### Dr Neil Fox

Radio DJ and custom bike addict.



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Triumph Bonneville

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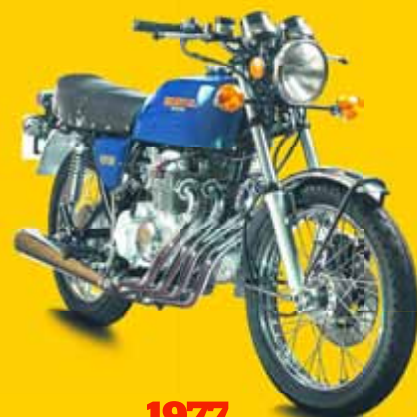
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**1981**  
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# Classic Bike



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## YOUR VOTES DECIDE

There are 10 fantastic finalists, but there can only be one winner - so vote now!

See these bikes for yourself at the Carole Nash MCN Motorcycle Show, from February 14-16 at ExCeL in London's Docklands. You'll also be able to meet the Classic Bike team and cast your vote in person, or you can call the bike's vote line (shown under the picture of each bike), or vote at [www.classicbike.co.uk](http://www.classicbike.co.uk). For show details visit [www.mcnmotorcycleshow.com](http://www.mcnmotorcycleshow.com)

Calls are charged at 5p per minute from a BT land line. Other networks and mobiles may cost more. To vote by post, write the bike's name and number on a postcard and send it to: CBOTY voting, Classic Bike, Bauer Media, Media House, Lynchwood, Peterborough PE2 6EA. Phone and postal voting closes at midnight on February 28, 2014. Telephone voting after that date and time will not be counted but may be charged. Voting at the show will close when the show closes.

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