

October 2025

Issue: 17

LHR *Biker*

Road Trip Guide:
Garden Route Ride –
Scenic
Breakdown with
Stops

Brotherhood on the
Blacktop SA Clubs &
Culture

Sunbeam Model 90
- The Rise of a TT
Legend

Hayabusa Summit
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The History of Joey
Dunlop: A True
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The Editor's Desk

When you pick up this issue, the first thing you'll notice is that something has changed. The masthead on the cover doesn't say **LHR Motorcycle Magazine** anymore—it now reads **LHR Biker Magazine**. This is more than just a cosmetic update; it's a reflection of who we are, and more importantly, who you are. We've listened to our readers, engaged with the community, and recognized that the word *biker* carries more than just the image of a motorcycle. It represents a culture, a way of life, a shared identity that unites us across South Africa and beyond.

We wanted a title that resonates with the rider who lives for early morning starts, the endless hum of tyres on tarmac, and the camaraderie found at a roadside stop. **Biker** is inclusive. It doesn't matter if you ride a cruiser, a sportbike, a café racer, an adventure machine, or a humble commuter. What matters is the bond with the road and the freedom that comes with it. With this new name, we're bringing the magazine closer to the pulse of the biker lifestyle, giving it more edge, more grit, and a voice that feels true to the people who keep this culture alive.

But the name change isn't the only thing new this month. Inside these pages, you'll discover a fresh look and feel to **LHR Biker Magazine**. We've refined the layout, sharpened the imagery, and injected more energy into the design. Expect bolder visuals, cleaner typography, and spreads that feel alive with motion and character. Think of it as a rebuild on a classic machine: the same dependable engine under the frame, but with a sleeker tank, polished chrome, and a paint job that turns heads. It's still us—just better, louder, and more ready to ride into the future.

This October issue is packed with stories that matter, stories that capture both the romance and the reality of motorcycling in today's world. Leading the charge is our test ride of the **2025 Honda CB750 Hornet**, put through its paces on the streets of Cape Town. The Hornet is back, and it's making noise—not just with its specs, but with its promise to challenge bigger, heavier machines while keeping its nimble character. Our rider took it through city traffic, up mountain passes, and out onto the open road to see if Honda's newest Hornet truly stings.

We also journey into the emotional heart of racing with a piece on **Joey Dunlop's enduring legacy**. Twenty-five years after his tragic passing, the spirit of "Yer Maun" is still felt at the Isle of Man TT. We look at the way fans continue to gather in their thousands, not only to watch the racing, but to honour a man who represented humility, determination, and sheer love for the sport. The feature dives into the scenes at his funeral—one of the largest in Ireland's history—and how his memory continues to fuel the devotion of new generations of TT fans.

On a very different but equally important note, this issue explores the big question: **does true brotherhood still exist among South African motorcycle clubs?** Brotherhood has always been at the core of biker identity, but as times change, so do clubs. Commercialization, generational differences, and the pressures of modern society have all reshaped the way riders connect. In this feature, we talk to club members, both veterans and younger recruits, about what brotherhood means to them today, and whether it still has the same strength it once did.

For those who love the gear side of riding, we've gone where most wouldn't dare—**testing Temu's budget motorcycle gear**. Yes, we've ordered jackets, gloves, boots, and helmets from the bargain-bin darling of online shopping to find out if "cheap" really equals "dangerous." What we found may surprise you. This isn't just about saving money; it's about asking whether riders on tight budgets are being forced into unsafe options, and whether gear at a fraction of the price can actually hold up in the real world.

And because motorcycling is not—and never has been—a man's world alone, this issue proudly highlights the ****women who continue to inspire and transform South African biking culture****. We bring you stories of women who are forming their own clubs, riding in all weather, and proving that courage and passion know no gender. Their stories are raw, honest, and powerful, showing that the road doesn't care who you are, only that you ride it.

Alongside these big features, you'll also find our regular sections—event coverage, new gear releases, local riding routes, and biker lifestyle stories that connect you directly with the wider community. From the roar of engines at Aldo Scribante Raceway to the quiet freedom of a winter ride through the Karoo, we capture the spectrum of what it means to be a biker in South Africa today.

As editor, I can honestly say this issue is one of our most ambitious yet. It feels like a turning point—not only for the magazine, but for the culture we're documenting. *LHR Biker Magazine* isn't here to play it safe. We're here to ask the tough questions, celebrate the unsung riders, challenge assumptions, and showcase the pure joy of life on two wheels.

This rebrand and redesign marks the beginning of a new chapter. We're not abandoning our roots; we're strengthening them. We'll continue to tell stories of courage, freedom, and rebellion. We'll continue to give space to the legends, the trailblazers, and the everyday riders who make this community so rich. And we'll continue to grow with you, the reader, because without your passion, there would be no magazine.

So as you flip through these pages, take a moment to appreciate how far we've come together. The road ahead looks exciting, and with your support, we'll keep pushing the throttle forward. Whether you're reading this at home, at a clubhouse, or during a roadside coffee stop on a long ride, know that you're part of something bigger—part of a brotherhood and sisterhood that stretches across provinces, across borders, and across generations.

Here's to the ride, the road, and the stories we share along the way. Welcome to *LHR Biker Magazine*. The name is new, the look is sharper, but the heart remains the same. Let's ride into October and beyond together.

See you on the road,

IAN

Editor,

LHR Biker Magazine

LETTERS FROM OUR READERS

We love hearing from you — the riders, readers, and road warriors who keep this community alive. Here's a mix of thoughts, debates, and laughs from past editions of LHR Motorcycle Magazine.

Brotherhood or Just Branding?

Dear Editor,

In your article on brotherhood, you made it sound like the old days were the only true version. I disagree. Younger riders connect differently, sure, but that doesn't mean the bond is weaker. Maybe it's less about patches and more about shared miles. Brotherhood isn't dead, it just looks different now.

– Chris L., Durban

Cold Feet (Literally)

Dear LHR,

Much respect to the riders you profiled in your winter riding piece, but I'll confess something: if the weather drops below 18 degrees, my bike stays put. I'm not built for frozen fingers and fogged visors. Call me soft, but I prefer my coffee hot and my garage warm.

– Stephan H., Pretoria

Karoo Romance vs. Reality

Hi Editor,

Your Karoo travel story was a great read, but I think you glossed over how brutal that ride can be. Long stretches without fuel, stray animals, and unpredictable weather make it no joke. Beautiful scenery, yes, but new riders need to know the risks. Don't let the romance of open roads hide the reality.

– Elsa M., Kimberley

Fuel Stop Fiasco

Dear Team,

Speaking of the Karoo — I once ran out of fuel just 5 km short of a stop. Ended up pushing my bike in full gear under the midday sun. By the time I arrived, the garage attendant offered me water before petrol. Lesson learned: "half a tank" in the Karoo means "almost empty."

– Debbie R., Bloemfontein

Reflective Vest? No Thanks

Dear Editor, I usually enjoy your safety columns, but I can't agree with your suggestion that reflective vests should be "standard." Good lights and smart riding go a long way. Not all of us want to look like road workers just to be seen. Safety matters, yes — but let's not kill the style completely.

– Andre V., Cape Town

The 8 Best Motorcycle Accessories Money can buy

The Alpinestars Tech-Air 5 PLASMA releases with an off-road mode and big weight savings



The new and improved version boasts a claimed 25% weight reduction thanks to the a mono-layer stretch mesh layer being added, bringing the total weight down to just over 1.5kg. This also means a slimmer profile for a better fit underneath a riding jacket, and claims to improve breathability for hot weather too thanks to a moisture-wicking treatment

Incoming modular motorcycle helmet filters out harmful pollutants as you ride



Spanish startup Zyon are shaking up the world of helmet design, creating a new lid that promises not just crash protection, but a healthier ride, too. The latter system a potential lifesaver with bikers reportedly 100 times more exposed to pollutants than car drivers and with the World Health Organisation (WHO) now marking air pollution as the second biggest killer worldwide.

A lite version of the Sena 50R has been released by Louis Moto for a lip-smackingly good price



A new, more affordable Sena 50R motorcycle intercom has been released by the German motorcycle kit specialists Louis Moto under the name 50R Lite Louis Edition. There are two main feature omissions that warrant the 'Lite' title. The first is a lack of a built-in FM radio – a deal-breaker for some, but probably unnoticeable for many.

Shoei pay homage to Australian racing legend Wayne Gardner with new X-SPR helmet design



Shoei's flagship FIM sports helmet, the X-SPR Pro is now available with a nostalgic Wayne Gardner livery.

The design pays homage the look of the helmets that Gardner wore in his Grand Prix heyday with Honda, with the simple, classy red, white, blue and gold stripes.

The 8 Best Motorcycle Accessories Money can buy

Advanced wheelie electronics on Triumph's Speed Triple 1200 RS turn you into a (safe) stunting hero



Triumph have launched a new Speed Triple 1200 RS for 2025. It now makes a claimed 180.5bhp at 10,750rpm and 94.5lb.ft of torque at 8750rpm – and is gunning for this year's super-naked crown. On top of the creep in performance, the electronics have had a tweak, including a new separate function wheelie control system, which helps the bike achieve a controlled lift without risk of looping you over the back in an expensive accident.

Italian brand Virus Power create synthetic racing suit meeting AAA status without using leather



World Superbike rider, Scott Redding turned heads with news that for 2025 he will use a new race suit featuring no animal-based leather materials of any kind. The MGM Bonovo Racing Ducati rider will instead wear a one-piece that's been manufactured in Italy from a high-strength polyester that scores the highest AAA standards for abrasion and impact protection.

Scanning for danger | Crash protection firm R&G embrace scanners and computer modelling for design



We've been buying bolt-on extras for our motorcycles for decades, with many now opting for aftermarket crash protection in a bid to give their bike a little extra armour should it take a tumble. R&G know this all too well and have been building impact protectors since 1999. From humble beginnings, their products are now distributed and sold across the world –

Bosch's new radar system will pull away, brake, avoid accidents and even stop for you



Global motorcycle technology company, Bosch are coming to market in 2025 with a range of new radar-guided assistance systems that have the power to bring a bike to a stop behind a vehicle, apply additional brake pressure to prevent accidents, warn other road users they are getting too close, and even pull away from a stop following the car in front.



Yamaha Racing Experience returns in 2025 with WorldSBK stars at Circuit de Sevilla



Yamaha have confirmed the return of their Yamaha Racing Experience (YRE) for 2025, at the Circuit de Sevilla from October 24-26. The two-day event gives R-Series owners the chance to ride their own machines alongside Yamaha's factory stars, with coaching and meet-and-greet opportunities also included.

Multiple World Superbike champions compete in annual Goodwood Revival historic race meeting



Stars of superbike racing past and present were out in force this past weekend as the annual Goodwood (UK) Revival once again provided a window to a bygone era of motorcycle racing. While the weather may have done its best to soak through the period costume that many of the 150,000 attendees likely spent weeks, if not months, preparing, it did little to dampen the spirits at the historic festival

Ducati unleash 180bhp Diavel V4 RS muscle cruiser with Panigale powerplant and 0-62mph in 2.5s



Ducati have pulled the wraps off their most powerful muscle cruiser yet, introducing the new Diavel V4 RS, which is set to hit European dealers by the end of this year. Forming the crème de la crème of the firm's Diavel range, the new machine boasts a claimed 180bhp at 11,750rpm (12bhp more than the standard Diavel's Granturismo V4) and 89lb.ft at 9500rpm thanks to the use of Ducati's Desmosedici Stradale motor – found in the current Panigale V4 line-up.

Ducati launch superbike powered 2026 Multistrada V4 RS said to be 'most exciting Multistrada ever'



Alongside the reveal of the brawny new Diavel V4 RS, Ducati have pulled the covers off a refreshed Multistrada V4 RS, which the Bologna firm are describing as the "most exciting Multistrada ever created." Like the previous RS, it retains the 1103cc Desmosedici Stradale motor lifted from the Panigale V4 superbike family, complete with an STM-EVO dry clutch, and an Akrapovič exhaust.



KTM push 1390 Super Duke GT to 2027 and confirm plans for other delayed models



KTM have finally confirmed the production start dates for their missing larger capacity models first seen at the back end of 2024 – with assembly beginning on many machines later this year, and the 1390 Super Duke GT now set to arrive in 2027. “The excitement surrounding the new model lineup has been tremendous, especially after the announcements at Eicma and other national trade shows,” KTM CEO Gottfried Neumeister said.

Chinese motorcycle manufacturer Benda are launching a new Dark Flag 950 V4 cruiser



Benda might be newcomers to the SA market, but they’ve already carved an enviable reputation in their Chinese homeland for bold styling and technical innovation.

The firm’s new Dark Flag 950 adds to that with a new 948cc version of their V4 engine paired to impressive levels of tech at a low price.

Striking new four-cylinder CFMoto 750SR-S aims to be a VFR-style all-rounder



Chinese bikes have made huge leaps over recent years with CFMoto’s three-cylinder 675SR-R leading the charge against Japanese and European brands. Now the company have gone one further, launching the inline four-cylinder 750SR-S. Despite packing CFMoto’s first large-capacity four-cylinder engine, it isn’t quite the out-and-out Suzuki GSX-R750 rival that its aggressive style might suggest.

British stunt rider Jonny Davies set to break world record this month for fastest handlebar wheelie



British stunt riding sensation Jonny Davies has confirmed he will attempt to break the record for the world’s fastest handlebar wheelie (known as a ‘high chair wheelie’) at Elvington in York between October 20 and 21. Davies will attempt to ride his modified Kawasaki ZX-10R at 135mph on the back wheel – all whilst dangling his legs over the handlebars.



BROTHERHOOD ON THE BLACK

An in-depth cultural feature for LHR Biker Magazine

There's a particular geometry to a motorcycle club: the way jackets hang over shoulders, the slow choreography of taps on a patch, the ritual of ignition and roll-out as fifteen bikes snake through a township or along a coastal road. In South Africa, where landscapes and histories are equally complex, motorcycle clubs are more than riding groups — they are social worlds with their own rhythms, loyalties, obligations and contradictions. This feature looks beyond the engine roar to explore what “brotherhood” actually means on the blacktop: its rules, its rituals, who it includes (and excludes), and how it's shifting in a changing country.

Roots and routes: how clubs grew here:

Motorcycling culture in South Africa traces multiple lineages: returning servicemen who rode in the mid-20th century, urban motorbike enthusiasts who organized for sport and social life, and the adoption — and local adaptation — of international club models. Some clubs began as social clubs around a love of tinkering and the open road.

Others coalesced from marginalized communities seeking solidarity. In cities and small towns alike, clubs offered an identity and network — a visible banner in places that could otherwise feel fragmented. For many members, the club was, and still is, a surrogate family. “If home's complicated, you ride with your brothers,” riders often explain. That shorthand — family, loyalty, protection — is the emotional force behind much club life.

Symbols and structure: what the patches mean

A motorcycle club's visual language is precise and deliberate. The back patch — top rocker, centre logo, bottom rocker — communicates origin, name and territory. Colours are not mere fashion; they're statements of belonging. Handshakes, ritual toasts at the clubhouse, and a strict progression from prospect to patched member regulate status and trust. The initiation process — often involving service, loyalty tests and long rides — binds individuals through shared hardship and sustained commitment.

This structure creates security and predictability. Within it, members know where they stand, who they can rely on, and what is expected when trouble or opportunity knocks. But this same structure can produce rigidity — resistant to newcomers who don't fit the established mold — and sometimes conflict with law and community expectations.

Brotherhood, brotherhoods: different models under the same name

“Brotherhood” doesn't look the same across every club. There are at least three broad models that tend to appear:

Social/Community Clubs — centred on riding, social events and community service. These clubs host charity rides, run soup kitchens or support local schools. Their code emphasises inclusion and civic presence.

Sport/Enthusiast Clubs — focused on racing, restoration and technical mastery. Brotherhood here is expressed through mentorship in

mechanical skills and a shared obsession with machines.

Outlaw/Traditional MCs — maintaining strict hierarchies, territorial lines and a fierce internal loyalty. These clubs prize secrecy and discipline, and their code can be exclusionary.

In reality, many clubs sit somewhere between these categories. A club that organises charity runs on Saturdays may still prize strict internal rituals and a tough public image — and that blending is part of the texture of



SA motorcycling culture.

The gender question: shifting from brotherhood to kinship.

The word “brotherhood” carries masculine weight, and historically motorcycling spaces have been male-dominated. Women were often relegated to auxiliary roles or referred to as “old ladies” — a term that signified partnership but not equal membership. That is changing. Across South Africa, women riders are founding clubs, taking leadership roles, and reshaping what solidarity on two



wheels looks like.

Women's clubs emphasise mutual support and practical riding skills, and mixed clubs are increasingly professionalising their approach to safety and training. That said, sexism and conservative attitudes persist in pockets. The transformation is underway but uneven — the old vocabulary of “brotherhood” is slowly broadening into “family,” “crew,” or simply “club” in places where membership is more inclusive.



Rides and runs: the social economy of the road

A ride is the club's altar. Weekend runs, annual rallies, and charity convoys are where identity is performed and reinforced. Long-distance runs through the Karoo, the Garden Route or the Drakensberg become rites of passage: weather, mechanical failure, and the logistics of camp cooking forge camaraderie. Short, city-based runs create visibility and bring the club into public conversation. Rides also function as a currency.

A well-run fundraiser or a large public run can burnish a club's

reputation. Conversely, chaotic events or public disorder can harm a club's legitimacy. Public image matters because clubs depend on goodwill — or at least tolerance — from communities, local businesses and sometimes authorities.

Law, conflict and public perception

Relationships with law enforcement and local authorities are complex and locally specific. Many clubs cooperate with police on traffic safety and event coordination. Others treat law enforcement with suspicion or hostility, especially where policing has been heavy-handed. Media portrayal amplifies extremes: dramatic headlines about violence or criminal ties often drown out the quieter everyday work of clubs that fix bikes, mentor youth, and raise funds for township causes.

Conflict between clubs occurs, too —

sometimes over territory, sometimes over affronts to reputation. These disputes are not always violent, but when they are, they attract national attention and harden stereotypes. For journalists and readers, it's crucial to distinguish between a subculture that includes a small number of criminal elements and an entire motorcycle community.

Charity, mentorship and local impact:

One of the least-covered parts of club life is the positive social footprint many clubs have. From motorcycle training for unemployed youth to donations for schoolbooks and community clean-ups, clubs often fill gaps left by institutions. The clubhouse can be a place of shelter and guidance for members at risk of falling into criminality. Motorcycle mechanics

clubs teach trade skills that can lead to legitimate work.

These activities matter. In neighbourhoods with limited resources, the motorcycle club's social capital can be a force for stability. Yet because these acts rarely make headlines, they remain part of an underground economy of care — visible to locals but invisible to many outside observers.

Rituals, music and style: cultural code beyond rubber and chrome

Style is a language. The cut of a vest, the boots, the smell of chain lube and cigars — all communicate belonging. Music at club nights matters too: hard rock and metal are common backdrops, but local tastes — kwaito, gqom, Afrikaans rock — mix into the playlists depending on region and membership. Tattoos and insignia are another form of storytelling: rides completed, honours earned, losses mourned.

The clubhouse is a sensory archive. Walls lined with photos, old helmets, and club memorabilia tell a history that otherwise goes unrecorded. Newer clubs, especially those formed by younger riders, are more likely to embrace digital storytelling — Instagram feeds and WhatsApp groups that broadcast identity in real time.

Money, business and survival

Running a club costs money. Events, legal fees, garage space and fuel add up. Clubs raise funds through membership dues, organised runs, bar takings at the clubhouse, and merchandise. Some clubs operate legitimate businesses — mechanics' shops, cafés or event spaces — that both finance club life and provide work for members. That economic entwinement with daily survival is



BROTHERHOOD ON THE BLACKTOP

essential to understanding contemporary clubs: a patched rider might also be a mechanic, an Uber driver, or a small-business owner. The motorcycle itself is both symbol and tool for economic participation.

The stigma and the middle groundPublic perceptions oscillate between romanticism and paranoia. To some, patched riders are modern-day knights with a code; to others, they represent gang culture and danger. The truth usually sits between these poles. Many clubs are deeply law-abiding, community-oriented and pro-social; a minority engage in exploitative behaviours that tarnish the broader image.

For club members, managing reputation is constant work. Welcoming the public during charity rides, coordinating with local businesses and offering clear community benefits can shift perceptions. For outsiders, the invitation is to watch, listen and not reduce the scene to headlines.

Technology, social media and the future of brotherhood

The digital age has reshaped how clubs organise and present themselves. WhatsApp groups coordinate rides; Instagram profiles recruit new members; online marketplaces help clubs sell merchandise. This connectivity expands reach but also accelerates tensions — screenshots and viral clips can inflame disputes across provinces in hours. Technology also shapes younger riders' expectations. Where older members valued ritual slow-burn initiation, younger riders expect clarity, transparency and a role for women and non-binary members. Climate concerns, costs of fuel and the rising cost of living will push clubs to adapt — some experimenting

with hybrid rides, charity e-events, or pooled transport budgets.

Reconciliation and reform: where the road bends

Change is messy. Clubs are conservative in culture by design; rituals sustain trust. Reform — whether around gender inclusion, conflict resolution, or community engagement — requires wresting tradition into new shapes. Successful reform tends to come from within: members pushing for transparency, veteran leaders mediating disputes, and pragmatic partnerships with NGOs and local government for youth programmes.

When clubs open their doors — to community events, to women's rides, to joint charity work — they model a different sort of brotherhood: one that keeps loyalty but widens obligation. That balance is the heart of modern club life in South Africa.

Conclusion: what brotherhood means on the blacktop

Brotherhood on the blacktop is many things: shelter and performance, ritual and negotiation, family and friction. It is not a fixed ideal but a living practice that varies across regions, clubs and generations. To ride with a patched club in South Africa is to enter a social economy — where identity, work, risk and care weave together. For the outsider, the motorway of club culture is easy to misunderstand: the leather, the badges and the motor noise can be shorthand for danger.

For those inside it, the blacktop is a classroom where loyalty is taught, mechanical skill is prized, and belonging is earned through sweat, patience and the shared experience of the road. If there is a single through-line, it is this: the

motorcycle is the tool that frames an ethic. Whether that ethic becomes a force for community-building or for exclusion depends on the choices members make at their tables and on their runs. In South Africa's fraught social landscape, motorcycle clubs remain an active experiment in how people invent kinship in public life — with all the beauty and the mess that implies.

This feature is part of our ongoing exploration of motorcycling communities across South Africa. If your club would like to be featured, or you have a story to share, contact LHR Biker Magazine. We ride, listen, and publish the road's history as it's lived.





Transparency Between Clubs

While loyalty within a motorcycle club is a given, transparency between clubs is far less common — and far more consequential. In South Africa, where territorial lines and reputation carry weight, communication between clubs can mean the difference between a smooth ride and a public dispute.

Some clubs maintain informal networks: phone calls, WhatsApp groups, or joint charity events allow leaders to coordinate events, avoid overlapping territories, and reduce misunderstandings. Others take a more cautious approach, keeping plans tightly internal until public announcements are necessary.

The lack of transparency can fuel rumors, inflame minor slights, and sometimes escalate into conflict. Conversely, clubs that embrace open dialogue — sharing event calendars, coordinating charity runs, or collaborating on mentorship programs — build a form of inter-club trust that benefits everyone: safer rides, better community engagement, and reduced legal scrutiny.

In essence, transparency between clubs is less about revealing secrets and more about managing respect. When clubs communicate openly, the blacktop becomes a shared space rather than a battleground, demonstrating that brotherhood can extend beyond the leather and chrome of a single patch.



HAYABUSA SUMMIT

The unmistakable growl of Suzuki Hayabusas echoed across the Gariep Dam from 8–10 August 2025, as riders from every corner of South Africa converged for the annual **Hayabusa Summit**. From Cape Town and the Northern Cape to Johannesburg and Durban, enthusiasts rode in to celebrate a weekend of speed, style, and solidarity.

Friday Night Arrival – A Jol to Remember

As bikes lined up along the dam, the excitement was palpable. Friday night set the tone with a true South African welcome: fires blazing, braai's sizzling, and an open bar keeping spirits high. DJ Codax kept the beats pumping late into the night, ensuring that everyone settled in with a proper jol. Riders caught up with old friends, swapped road stories, and welcomed newcomers to the brotherhood of the 'Busa.

Saturday – Riding for a Cause

Saturday morning saw one of the most iconic sights of the weekend: a mass ride around the dam. Dozens of Hayabusas thundered down the open roads, shimmering in the winter sun as they snaked around the scenic water. A group photoshoot captured the spirit of unity, before the riders wrapped up their run with something that set this summit apart – giving back. The community came together to feed underprivileged kids in the area, reminding everyone that the brotherhood extends beyond bikes.

All-Day Action at the Boma

By midday, the party shifted to the Boma area where the day's festivities unfolded. Games and challenges kept the energy high,

with a **Dyno Competition** drawing crowds eager to see just how much power each machine could push. Two enormous curry pots simmered away, filling the air with rich spices, before being served up in true Durban style as hearty bunny chows for everyone to enjoy. Riders tucked in with smiles, proving that good food and good company are just as important as horsepower.

Celebrating Legends

As the sun dipped, the prize-giving ceremony brought the community together once more. Awards were handed out, but the highlight of the evening was the announcement of the **"Hayabusa Legend"**.

This year, the honor went to **Gregory Bernard Gordon**, a rider who has owned and ridden his Hayabusa since 2000. For 25 years he has stayed true to the bike, embodying the spirit of loyalty, passion, and resilience that defines the Hayabusa culture. His recognition was met with cheers, applause, and the kind of respect only bikers can truly understand.

Saturday Night into Sunday Farewell

With the formalities complete, the party kicked back into gear. The Boma lit up again with music, laughter, and more than a few tales of epic rides. As the night carried on, it was clear that the Hayabusa Summit was more than an event – it was a family reunion. By Sunday morning, riders packed up and headed back to their provinces, leaving behind memories of roaring engines, shared meals, and the reminder that the Hayabusa is more than just a machine – it's a lifestyle.

The 2025 Hayabusa Summit at Gariep Dam will be remembered as a weekend where South Africa's riders came together not only to celebrate their machines but also to strengthen the bonds of brotherhood, community, and pure biking passion.

A Big Thank You to Our Sponsors and Riders

The success of the 2025 Hayabusa Summit at Gariep Dam would not have been possible without the generous support of our sponsors, whose contributions helped make this weekend of speed, fun, and community truly unforgettable. Your commitment to the riding community and belief in the Hayabusa spirit ensured that every detail — from the mass rides and dyno competitions to the fires, braai's, and Durban bunny chows — ran smoothly.

We would also like to extend our heartfelt thanks to everyone who attended. Riders from the Western Cape, Northern Cape, Johannesburg, Durban, and beyond brought energy, camaraderie, and passion that filled the Gariep Dam with life.

Your presence, participation, and goodwill — especially during the charitable feeding of underprivileged kids — made this event more than a rally; it became a celebration of brotherhood and community. To all the Hayabusa owners, supporters, volunteers, and fans: thank you for making the 2025 Summit a weekend to remember.

We look forward to seeing you again next year, ready to ride, laugh, and celebrate the power and spirit of the Hayabusa. 🇿🇦



Revved up and ready – see you at the Hayabusa Summit 2026!

HAYABUSA SUMMIT

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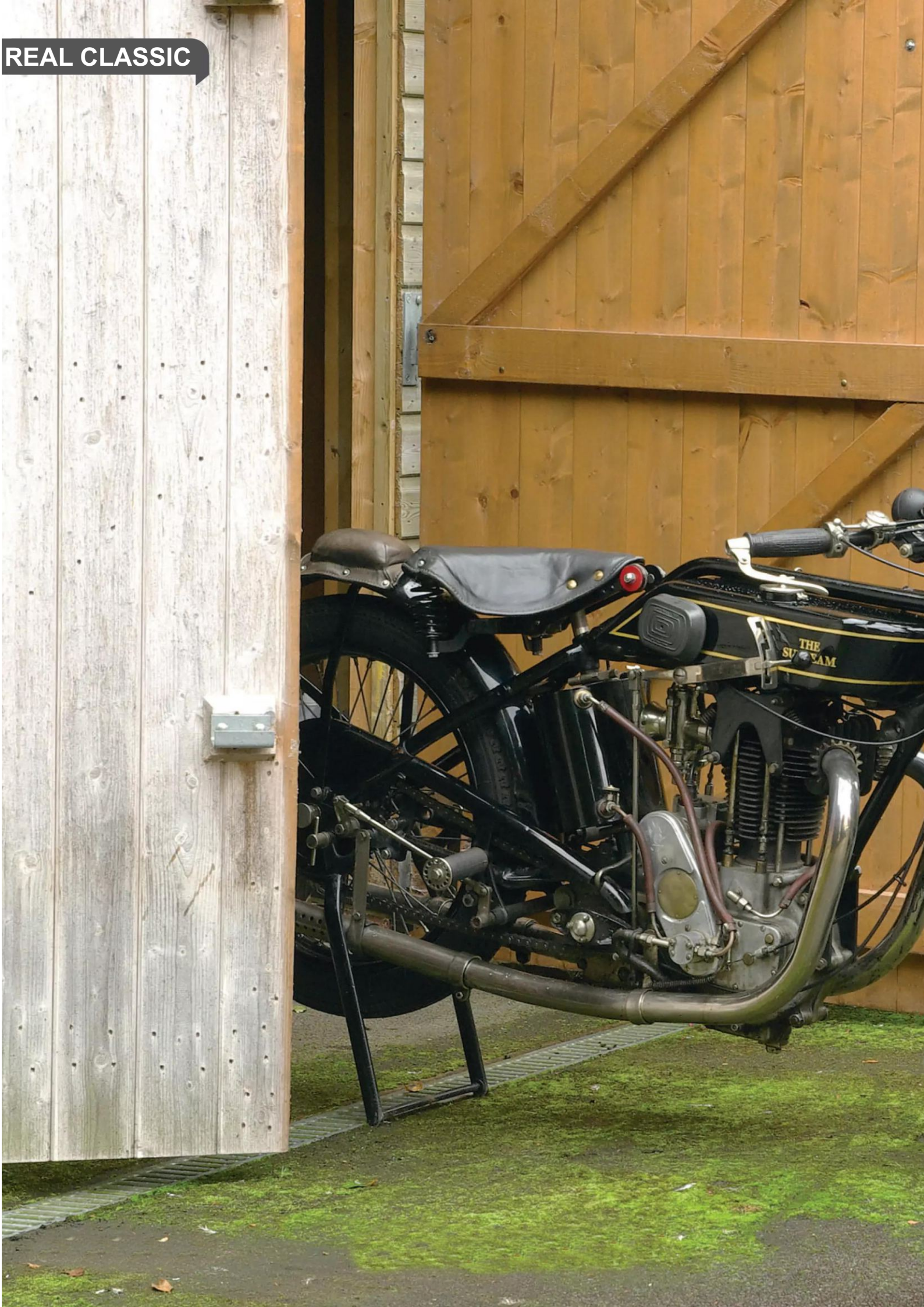
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REAL CLASSIC





SUNBEAM TT MODEL 90

Bullnose **Bulldog!**

Sunbeam Model 90: The Rise of a TT Legend

The Sunbeam TT Model 90 stands as one of the most celebrated British motorcycles of the late 1920s and early 1930s, a machine that combined elegance, engineering finesse, and proven racing pedigree. Introduced in 1927, the 493 cc overhead-valve single quickly became synonymous with speed and reliability, drawing from Sunbeam's earlier racing experiments and TT campaigns.

Its reputation was forged on the world's toughest stages. The Model 90 claimed back-to-back victories at the Isle of Man Senior TT in 1928 and 1929 under Charlie Dodson, cementing its place in racing history. Beyond the Mountain Course, it also took on the continent, winning international Grand Prix events, including the 1929 Belgian GP at Spa, where its balance of power and durability outpaced formidable rivals. Technically, the bike was ahead of its time, with features like twin exhaust ports, hairpin valve springs, and meticulous machining that earned Sunbeam the nickname "the Gentleman's Motorcycle." Stylish in form and formidable in function, the Model 90 was as much a road machine as it was a racer, admired by privateers and enthusiasts alike.





The 'Gentleman's Motorcycle'. Really?

Sunbeam Model 90: The Rise of a TT Legend

Suzuki has its Hayabusa; Sunbeam had its Model 90. In the late 1920s and early 1930s, Sunbeam Motorcycles produced a machine that combined engineering refinement, racing pedigree, and a road-ready persona in a way few rivals could match. The story of the Model 90 is entwined with Sunbeam's own evolution—its racing successes, its technological experiments, and its lasting legacy.

Early Sunbeam and the Isle of Man TT of 1914 To understand what the Model 90 became, it helps to look back to where Sunbeam's racing story was already well underway by the 1910s. Sunbeam motorcycles, and indeed Sunbeam as a marque more broadly, were

already making names in reliability, engineering detail, and competition success before World War I.

Though not directly related to the Model 90 (which only appears in 1927–33), the Isle of Man Tourist Trophy of 1914 was one event that showcased the competitive mindset of the era. In 1914, the Junior TT (for lighter machines) was won by Eric Williams on an AJS, but Sunbeam was part of the strong field in both Junior and Senior TT events.

More importantly, Sunbeam had also entered racing cars for major international Grand Prix events (e.g. three twin-cam 3,295cc Sunbeams entered in the 1914 French Grand Prix) and had won the 1914 Isle of Man Tourist Trophy race for cars.

These pre-war activities underlined Sunbeam's

engineering capability and racing ambition, laying groundwork (in mindset, reputation, technical skill) that would be important in the years after WWI, including the development of high-performance motorcycles.

Evolution to the Model 90 After the First World War, Sunbeam resumed motorcycle production and competition. Over the 1920s, the firm experimented with side-valve engines, single-port overhead valve (OHV), overhead camshaft (OHC) designs, and various frame and tank styles.

By 1927, Sunbeam introduced what was to become its top tier racing and high performance road motorcycle: the Model 90. It was a 493 cc single-cylinder overhead valve machine (SOHV) with twin exhaust ports, bore and stroke of 80 × 98 mm, producing around 34

IN THE ENGINE ROOM



Two sides of a singular engine. OHV, with exposed valve springs and pushrods, as well as some remarkable plumbing



horsepower in racing.

A few technical features set the Model 90 apart: OHV with twin exhaust ports, and hairpin valve springs.

The engine used a polished I-section connecting rod, well-machined barrels, wet sump lubrication, and had optional compression ratios (7.0 : 1 with optional higher ratios) for racing.

The bike came with a 3-speed gearbox in catalogued versions. Works racers sometimes had 4 speeds.

Frame and cycle parts were of high quality, with single cradle steel frames, girder forks in front (Druid-pattern), rigid rear with a spring-loaded saddle.

Sunbeam also updated the styling: early Model 90s had “flat tank” fuel tanks. In 1929, most catalogued models got the saddle tank, which influenced both rider position and aesthetics.

Racing Triumphs: TT, GP Wins, Belgian GP at Spa, 1929 The Model 90 was not merely for show—it was built and tuned to win. Sunbeam’s racing record with the Model 90 is one of glory:

Senior TT Wins: Charlie Dodson won the Isle of Man Senior TT aboard a Model 90 in 1928. He won again in 1929. In 1929, the Model 90 was the last two-valve pushrod machine to win the Senior TT.

Team Prize at Isle of Man TT: In 1929, not just individual wins, but Sunbeam also secured the team prize because all machines entered finished.

Grand Prix Victories: The 1929 season was especially strong. The Model 90 is credited with victories in the Belgian Grand Prix at Spa, as well as GPs in Germany, France, Italy, Hungary, plus other international hill climbs.

The Belgian Grand Prix win at Spa in 1929 helped underline Sunbeam’s international competitiveness. Spa-Francorchamps, known for its fast, flowing, and dangerous circuit layout,



was a serious test of both machine and rider. That Sunbeam's Model 90 could compete — and win — there, alongside continental rivals, confirmed that Sunbeam had achieved a high level of performance and reliability.

Other Races and Hill Climbs: The Model 90 dominated many national and international events, including hill climbs (especially in France), and other Grand Prix where road and track conditions were harsh.

The Engine in Detail

To understand why the Model 90 succeeded, one must dig into its engine design and how Sunbeam, with input from engineers such as Harry Weslake, optimized performance.

While Sunbeam had briefly tried OHC / overhead cam designs

earlier, by 1928-29 they returned to well-developed OHV (pushrod) engines for the Model 90, in part due to reliability and wider usability.

The twin exhaust ports (one exhaust valve but dual exhausts) allowed more efficient scavenging. Hairpin valve springs were used, which were more resistant to valve float at higher revs.

Compression ratios were modest by today's standards, but high for the era. Optional higher compression was offered for racing. Also, special attention was paid to the shape of ports, gas flow, valve timing, and machining of critical parts, which gave Sunbeams their reputation for "smoothness" and durability.

The chassis and ancillary components: girder front forks,

rigid rear, with a spring saddle, were standard. The frame geometry was tuned for better handling on the mountain circuits and open roads. Lighter exhaust porting, better carburetors (Amac twin float chambers in some cases), and improved lubrication system all contributed.

Later Development and Decline

The Model 90 had its heyday in 1928-29, but over time Sunbeam's involvement in works racing diminished. Several factors contributed:

Emerging competition: other manufacturers improved OHC, twin-cam, multi-cylinder designs. Sunbeam's pushrod OHV could only be pushed so far before responding becomes increasingly difficult.

Financial pressures and changes in ownership /

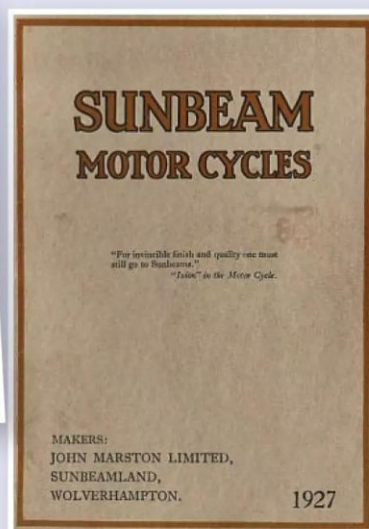
HISTORY IN PICTURES



Mario Colombo en route to victory in the 1928 Circuito di Luino (VA) in Italy on his Model 90



Howard Davies with the Sunbeam on which he tied with Oliver Godfrey and his Indian for second place in the Senior TT



Another Magnificent

SUNBEAM

Victory

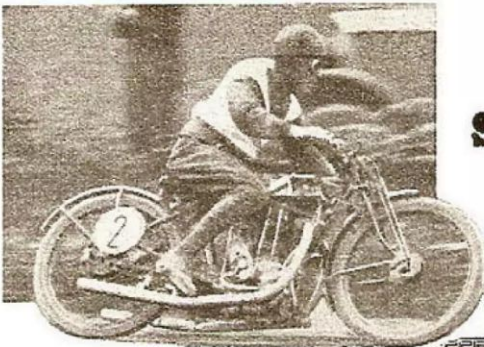
The Italian T.T.
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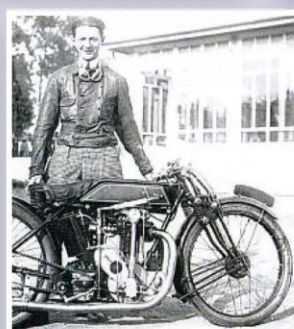
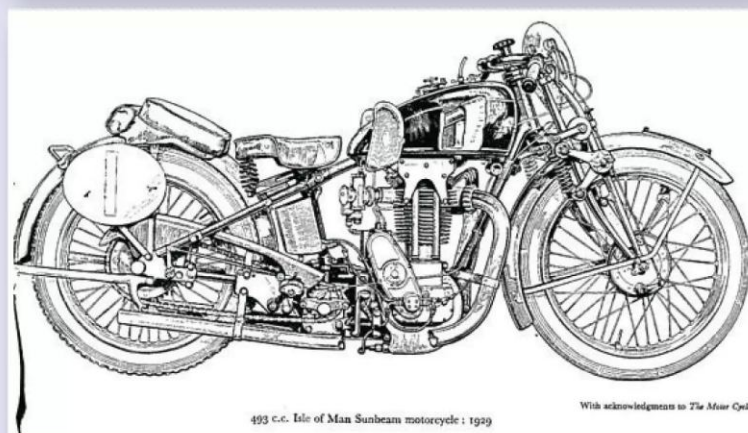
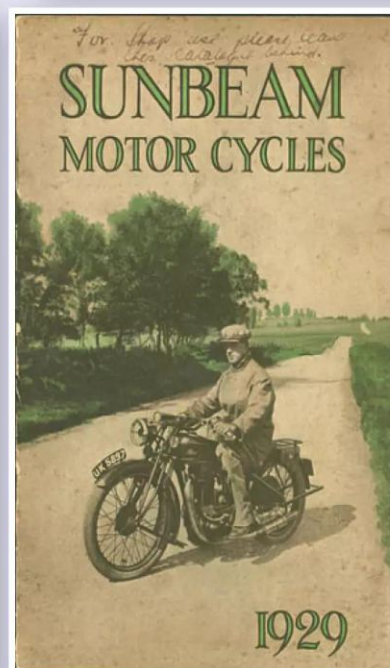
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An advert from 1927.



Achille Varzi at Isle of Man with SOHC Sunbeam 500 'Crocodile' in 1925



Charlie Dodson on Model 90 in 1928

February 1932 by Arthur Bourne, editor of *The Motor Cycle* magazine for 25 years until 1951, then a director of the publishers, Iliffe, until

1967. In short, he was a substantial figure in the golden age of British motorcycling, who wrote under the 'Torrens' pseudonym.

Bourne bought the Sunbeam privately in February 1932, and appears to have ridden it regularly, featuring it in a series of



corporate structure also affected how much investment could be poured into racing development.

The Model 90 persisted in catalogued form through to about 1933. Later versions, such as the

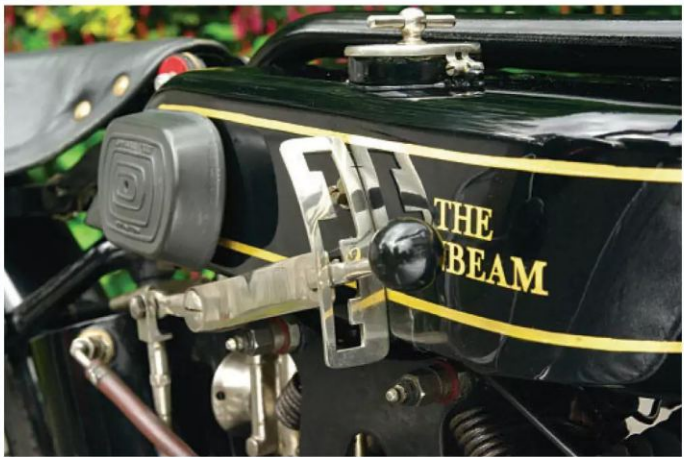
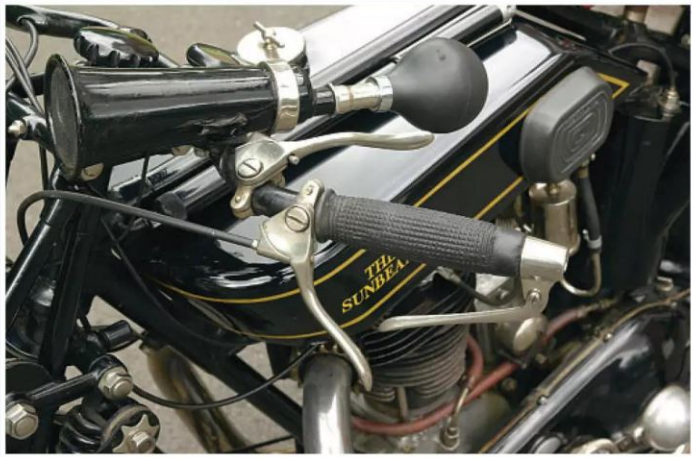
Model 95 (95R, 95L) were evolutionary variants, with some changes like single-port heads, downdraught carburetors, and slightly different cycle parts. But none matched the benchmark set by the 1928-29 racing Model 90s for outright performance.

Sunbeam's last works-supported Senior TT entry was in 1934 with the Model 95. After that, the racing came more from privateers. The era of Sunbeam dominance was drawing to a close. Even though Sunbeam eventually scaled back racing work, the Model 90 left a legacy:

IN CONTROL



We could have a competition: How many controls can you count? All help distract the pilot from the actual riding thing!





Suspension and braking are of their time, we might say

A benchmark for craftsmanship:

Sunbeam was known not just for power and speed but build quality, finish, and reliability. For many enthusiasts, owning a Model 90 was a statement of both performance and refinement.

Influence on future machines:

The knowledge gained through the Model 90's successes—on port shape, carburetion, proper valve spring design, engine machining—fed into later Sunbeam models (and possibly influenced other manufacturers). Collector value and historical importance: Today, Model 90s are prized in vintage racing and motorcycle preservation. They represent one of the last eras where a simple, single-cylinder bested more complex machines through clever engineering and strong construction.

Conclusion

The Sunbeam Model 90 occupies a special place in

motorcycle history. It was born out of a lineage that traced back through pre-war TT competition, through experimentation with engine design, to the glorious racing successes of 1928-29. Its win at Spa (Belgian GP), its Senior TT victories, its reputation for engineering

excellence—all combined to make the Model 90 more than just a machine. It was, and remains, a symbol: of what can be achieved when attention to detail meets racing ambition.

As time passed and technology moved on, the spotlight shifted to other



designs. Yet the Model 90's story remains vital—not just for Sunbeam fans, but for anyone who loves classic motorcycles, racing heritage, and machines built to endure. It reminds us that speed is thrilling, but precision, reliability, and innovation endure even longer.

Model 90 vs its rivals in 1929

The late 1920s marked one of the most dynamic periods in motorcycle racing history. Manufacturers across Britain and Europe were pushing technological boundaries, each eager to secure victories at the Isle of Man TT and continental Grand Prix circuits. Within this highly competitive field, the **Sunbeam Model 90** emerged as both a formidable racer and a respected road machine. Yet to appreciate its success, one must examine it alongside its principal rivals of the era: Norton, Velocette, and Rudge.

The **Norton CS1** stood as the Model 90's most direct competitor. Launched with an overhead camshaft engine, the CS1 was seen as modern and sophisticated compared to Sunbeam's pushrod design. Its rev-happy character made it ideal for fast circuits, and Norton quickly gained a reputation for speed and handling.

However, the complexity of its OHC setup sometimes led to reliability concerns, particularly in endurance races like the TT. Sunbeam's Model 90, by contrast, was simpler but superbly engineered, offering steady, dependable power that often outlasted its flashier rivals.

The Velocette KTT was another advanced rival, being one of the first production racing motorcycles equipped with an overhead camshaft. Lightweight, nimble, and reliable, the KTT became a favorite for privateer racers. Against it, the Sunbeam was heavier and less radical in design, but it offered a smoother, more refined ride with



greater durability in long-distance racing.

Meanwhile, Rudge introduced four-valve cylinder heads that significantly improved breathing and efficiency. These machines were technologically ambitious and competitive, particularly in shorter events and hill climbs. Still, the Sunbeam 90 demonstrated that thoughtful refinement of traditional OHV engineering could still hold its own, particularly in grueling endurance races.

The ultimate proof came in **1928 and 1929**, when Charlie Dodson piloted the Model 90 to back-to-back victories in the Senior TT. In 1929, it even took the team prize, underscoring its balance of speed and reliability. That

same year, Sunbeam also scored international victories, including the ****Belgian GP at Spa****, cementing its reputation on both home and continental circuits.

In retrospect, the Model 90 was not the most technically advanced motorcycle of its generation. What set it apart was its **blend of meticulous engineering, reliability, and performance under pressure.**

While its rivals pushed daring innovations, Sunbeam mastered refinement—and in the brutal test of competition, that balance proved a winning formula. ■



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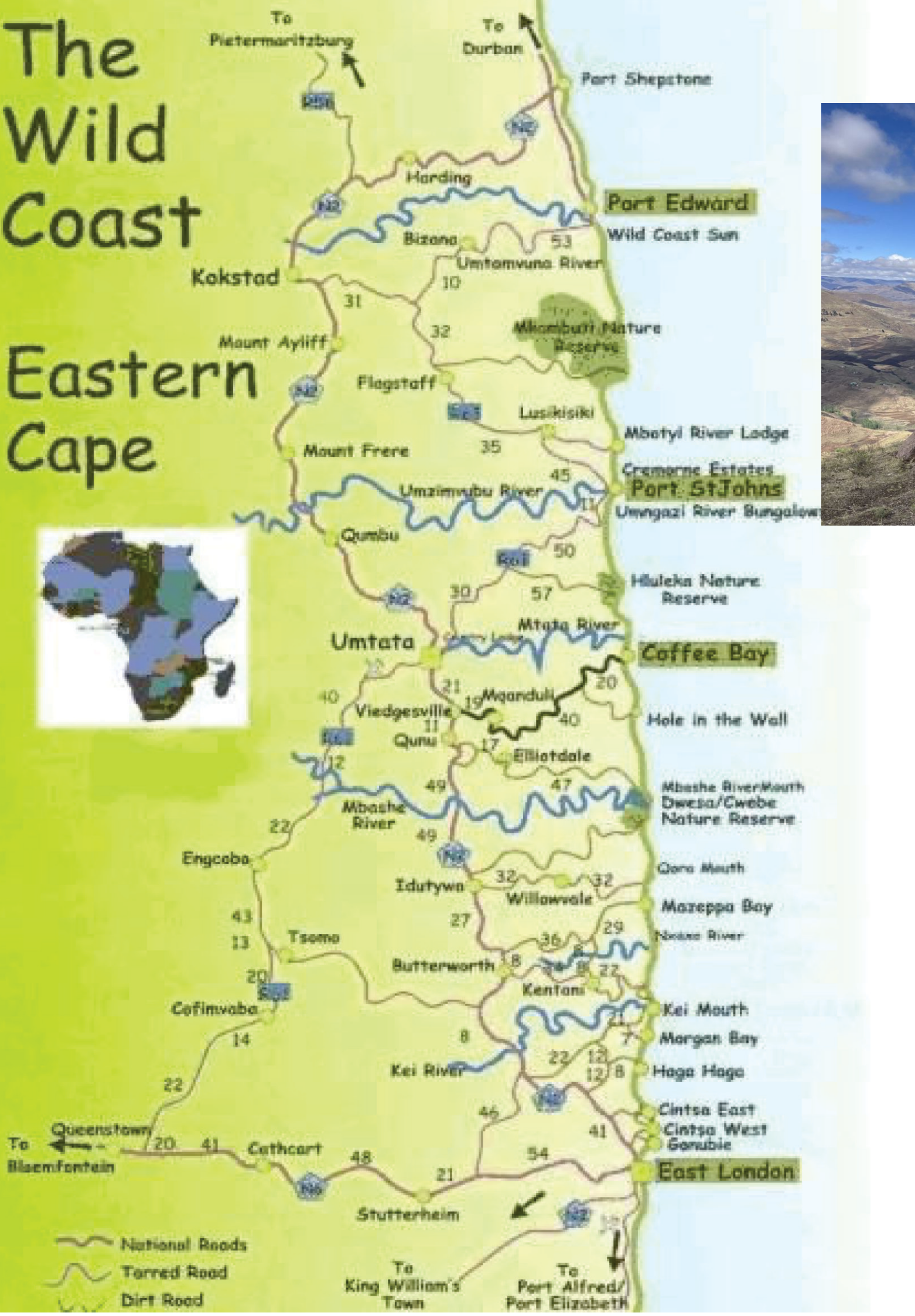
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The Wild Coast

Eastern Cape



Touring the Wild Coast — A rider's travel feature



There are motorcycle roads and then there are roads that feel like they were made for remembering. The Wild Coast of South Africa—an indented, wind-swept sweep of shoreline in the Eastern Cape—doesn't purr politely; it roars, it surprises, it forces you to slow down and actually look. For riders who crave a mix of coastal cliffs, quiet villages, sandy tracks, and sometimes sketchy surf-side tar, the Wild Coast rewards patience with moments you'll carry home like talismans: the legendary Hole in the Wall at Coffee Bay, the cliff-bound drama of Port St Johns, river mouths that thread to empty beaches, and Xhosa villages that offer warm hospitality and a glimpse into daily life far removed from the freeway hum. This is a touring route that's as much about attitude and preparation as it is about scenery. Read on for a practical route, what maps to pack, and the rider tips that can turn a frustrating day into a brilliant one.

Why ride the Wild Coast?

The appeal is immediate: endless ocean views, sweeping dirt and tar sections, sleepy seaside towns and backroads that twist through green hills and river valleys. Unlike manicured tourist corridors, the Transkei Wild Coast remains raw and intermittently remote—meaning fewer crowds, more honest roads and opportunities to camp on beaches or stay in rustic guesthouses with character. Many guided and self-guided operators run motorcycle trips here, but the true pleasure is planning a flexible route and letting the coast set the pace. For riders, that means a blend of adventure-bike capability and the willingness to leave rigid schedules behind.

A suggested 5–7 day loop (starter itinerary) This is a practical loop that starts and ends at the N2 (for access from Port Elizabeth/Gqeberha or Durban) and focuses on rideable highlights without trying to bite off the entire coastline at once. Distances are deliberately modest—the Wild Coast is best enjoyed slowly.

Day 1 — N2 / Mthatha (fuel up, last big grocery run) → Port St Johns

Day 2 — Explore Port St Johns: coastal pounts, Devil's Bite lookout, river mouth rides (easy day)

Day 3 — Port St Johns → Hole in the Wall / Coffee Bay (coastal roads and beach stops)

Day 4 — Coffee Bay to Mdumbi / Hluleka (beach, reserve walks, surfviews)

Day 5 — Mdumbi → Port Edward (or ride inland back to the N2 via Lusikisiki/Flagstaff if weather or time dictates)

Day 6–7 — Return leg, flexible options: linger at a favorite bay, or press inland to catch better tar and head home.

This loop gives you time to take dirt spur roads, walk to viewpoints, and recover from the occasional sand section without having to cover monstrous daily mileages. If you've got only a weekend, focus on Port St Johns → Coffee Bay and accept that you'll be leaving a lot unseen.

For full coverage up and down the coast add a few extra days

and accept plenty of off-road time. Always build contingency days for weather and ferry or river crossings.

Maps and navigation — what to carry

Paper maps and waterproof map insets for Coffee Bay / Hole in the Wall are still sold locally and are surprisingly useful when phone coverage drops. There are also several contemporary PDF map resources and tourist maps for the Wild Coast which show main coastal routes and reserve boundaries—grab a regional Wild Coast map (waterproof versions exist) and a Slingsby/topographic map if you plan any serious detours.

On the digital side, a pre-downloaded offline region map on your phone (Maps.me, OsmAnd or Google offline maps) gives turn-by-turn backup when reception fails. Print one concise route plan and staple it into a notebook—broken phone batteries or drowned electronics have ended more days than a foggy headlamp.



Road conditions & the reality of riding here

The Wild Coast is famous for not being famous for smooth roads. You'll encounter a mix: good tar on the R61 and parts of the N2, broken, pothole-riddled country roads, long gravel and beach approaches, and short, sharp sandy river mouth crossings. Rain will turn previously manageable gravel into greasy clay; tides and surf can alter sand firmness.

Locals and tourism guides strongly advise riding in daylight hours only and at sensible speeds — unexpected animals, unfenced roads, and sudden potholes are real hazards. If you're not comfortable on dirt, either ride with a guide or limit yourself to tar sections and reserve the dirt for a second visit.

Where to stop (highlights)

Port St Johns — A dramatic river mouth town, with cliff-top views, market stalls and easy rider-friendly guesthouses. Great base for exploring northern Wild Coast coves.

Coffee Bay & the Hole in the Wall — Possibly the most iconic seascape on the coast; walking the headland and watching the surf punch through the geological arch is unforgettable. There are several small guesthouses and community run camps.

Mdumbi / Hluleka — World-class quiet beaches, forested trails and small reserves — ideal for an off-day to stretch legs and hike. Hidden bays & river mouths — Hop off to find empty beaches, especially early morning. Bring swim trunks, but watch currents — lifeguards are not guaranteed.

Rider tips — kit, bike prep & on-the-road safety

- **Choose the right bike:** An adventure or dual-sport with decent suspension, spoked wheels (if you expect gravel repeatedly), and crash protection

is ideal. Big heavy cruisers can manage the tar but become exhausting on long dirt sections. If in doubt, rent an adventure bike locally.

- **Tyres & spare parts:** Fit tyres that handle both tar and gravel (all-terrain or dual-sport tyres). Carry a puncture repair kit, a collapsible pump, tyre levers and a compact spare tube or plug kit. Know how to change a tyre by yourself — phone reception is patchy.

- **Fuel & range:** Fuel stations get sparse between major towns. Top up whenever you can and carry at least 3–5 litres of emergency fuel for long west-east stretches. Keep a simple tool kit and basic spares (fuses, bulbs, chain links, clutch/cable spares).

- **Ride daylight, ride steady:** The coast is best ridden in daylight for visibility and because many dirt tracks become sketchy in wet conditions; night-time is when stray livestock and potholes become most dangerous. Wild Coast guides and local tips repeatedly recommend avoiding night travel.

- **Weather & seasons:** Summer brings heat and showers; rain turns some roads to mud. Winter can be gusty and cooler, especially at dawn. Always check the forecast and adjust plans. If heavy rain is forecast, delay coastal dirt legs.

- **Respect local communities:** The Wild Coast is home to close-knit Xhosa communities. Ride respectfully, slow down through settlements, ask before photographing people, and support local businesses and homestays.

- **Communications:** Carry at least one power bank, a bike-mounted phone charger if possible, and a small SIM from a local provider with data; still, don't rely solely on mobile networks. Consider a satellite messenger for solo rides in remote zones.

- **Emergency:** Have emergency contacts noted — local police and ambulance numbers, and the



contact details of your accommodation. If you experience mechanical trouble, slow down, find shade, and assess options; walking to the nearest farm or guesthouse is sometimes the fastest help.

Camping & accommodation

Options range from rustic backpacker huts and beach camping to modest guesthouses and a few boutique lodges. If you love the salt-and-sand sleep, wild camping on a quiet beach is possible but be discreet, leave no trace, and ask locals when in doubt.

During peak season book ahead for popular places like Coffee Bay and Port St Johns.

Day-by-day rider checklist (compact)

- Day pack, waterproofs and layers
- Paper map + downloaded region on phone app
- Toolkit, puncture kit, chain lube, small spares
- First-aid kit, sunscreen, hat, hydration bladder
- Cash (small notes) — many small vendors and remote guesthouses don't take cards
- Charger/power bank and emergency contact sheet

Responsible riding & conservation

This coastline hosts sensitive ecosystems and small rural

communities. Stick to marked tracks where possible, avoid riding on dunes or through sensitive vegetation, and take rubbish with you. Supporting community-run tourism initiatives — guided walks, local meal experiences, and homestays — keeps tourism benefits local and sustainable.

Final thoughts: pace over points

The Wild Coast will reward riders who trade rapid point-to-point travel for curiosity, the odd wrong turn, and a willingness to swap schedules for sunsets. It's a place where the road surface isn't just a surface; it's part of the rhythm of the day. Go prepared, install a flexible schedule, favour daylight riding and local knowledge, and you'll find yourself in a stretch of coastline that makes the gearbox feel like a manual for slowing down. Collect the maps, print the route, pack for mixed surfaces, and—most importantly—leave room to stop when a bay, a child's grin from a village, or a cliff-top coffee prize you with the kind of memory only a proper ride can give.





Road Trip Guide: Garden Route Ride – Scenic Breakdown with Stops

Few roads in the world carry the mystique, natural drama, and biker-friendly spirit of South Africa's Garden Route. Stretching roughly 300 kilometers between Mossel Bay in the Western Cape and Storms River in the Eastern Cape, the Garden Route is more than just a highway—it's an invitation to roll down the visor and let each bend reveal forests, beaches, lagoons, and mountain passes. For riders, this strip is not just about scenery, but about the balance between smooth tarred curves, endless coastal horizons, and side routes that reward curiosity with hidden gems.

This guide is built for bikers who want more than "point A to point B." Here you'll find a scenic breakdown of the route, recommended stops, riding tips, and insider advice to turn the Garden Route into not just a road trip, but a memory etched in chrome and adrenaline.

Why Ride the Garden Route?

The Garden Route holds a legendary status because it's accessible yet wild, diverse yet cohesive. It offers coastal riding reminiscent of California's Pacific Coast Highway, forests and passes that feel like European Alps-lite, and a South African hospitality all its own. Riders can wake up near fynbos-covered cliffs, snake through the Outeniqua Pass by midday, and have dinner watching dolphins play at Wilderness. The road itself—smooth tar, with well-kept sections of the N2—means it's a perfect playground for all motorcycles: cruisers, sport-tourers, or adventure bikes. The side-roads, however, lure the adventure rider into gravel detours that push the trip into unforgettable territory.

Planning the Ride

Ideal Duration: 4–7 days (a weekend blitz is possible, but the Garden Route deserves time).

Best Season: Spring (Sept–Nov) or Autumn (Mar–May). Summer can be

busy with traffic; winter brings some rain, but also quieter roads.

Bike Choice: Almost any road bike is suitable, though dual-sport riders can dive into dirt detours (Prince Alfred's Pass, Seven Passes Road).

Fuel & Logistics: Fuel is plentiful, but top up before venturing onto side passes.

Accommodation ranges from luxury resorts to biker-friendly backpackers.

Segment 1: Mossel Bay to Wilderness (±100 km)

Your ride begins in Mossel Bay, officially the start of the Garden Route. Mossel Bay itself is worth a short stay—stop at the Diaz Museum complex and enjoy a harbor-side seafood lunch. For bikers, it's the feeling of rolling out with the ocean on your right and mountains looming inland that sets the tone.

Riding Highlights:

Great Brak River: A relaxed coastal village with a lagoon-side atmosphere—perfect for a morning coffee stop.

Outeniqua Mountains: As you curve closer to George, the mountains rise into view, hinting at the passes ahead.

George: The administrative hub of the region and a handy refuel point.

Recommended Stop:

Wilderness—Arguably the most scenic early stop. The

village rests between sea and lagoon, framed by cliffs. Wilderness Beach stretches seemingly forever, perfect for a post-ride barefoot walk. Grab sundowners at a local restaurant overlooking the water.

Segment 2: Wilderness to Knysna (±45 km)

This is one of the most photogenic stretches. The road hugs the coast, winding past lakes and cliffs, with constant blue views.

Riding Highlights:

Kaaimans River Pass: A dramatic, short pass that gives riders sweeping turns and panoramic views of the river mouth.

Wilderness National Park: Expect dense forests and birdlife on either side.

Recommended Stop:

Knysna—Synonymous with the Garden Route. Known for the Knysna Lagoon and the famous Knysna Heads, this town offers more than views. Riders can explore the waterfront, enjoy fresh oysters, or take a side detour into the Knysna Forest. Bikers will appreciate the smooth tar into town, followed by twisties that snake into the forest if you explore further.

Segment 3: Knysna to Plettenberg Bay (±30 km)

This coast doesn't whisper adventure — it roars it.

A short stretch, but one of the most rewarding. The road between Knysna and Plettenberg Bay is fast, well-maintained, and offers glimpses of rolling forested hills dropping into the sea.

Riding Highlights:

Garden of Eden Forest Walk:

A short boardwalk trail just off the road—a chance to stretch your legs and immerse yourself in indigenous forest.

Harkerville: A quiet area with picnic spots and forest detours for dual-sport riders.

Recommended Stop:

P l e t t e n b e r g B a y (Plett)—Chic, laid-back, and a hotspot for riders wanting beaches, nightlife, and cafes. Robberg Nature Reserve offers hikes with sweeping ocean views. For motorcyclists, Plett is an ideal overnight stop, balancing the social buzz with easy access to coastal roads.

Segment 4: Plettenberg Bay to Nature's Valley (±35 km including detour)

Leaving Plett, the ride intensifies with curves, elevation shifts, and lush forest. Riders often describe this section as one of the crown jewels of the Garden Route.

Riding Highlights:

Bloukrans Bridge Famous for bungee jumping, but also a scenic rest point. The gorge beneath is immense, and the bridge itself is a marvel.

Nature's Valley Road: A winding detour off the N2 down to one of the most serene bays in the country. Expect twisty forest roads, sudden drops, and a real sense of being embraced by nature.

Recommended Stop:

Nature's Valley—Quiet, soulful, and surrounded by the Tsitsikamma Forest. Grab a simple meal at the local pub and enjoy the unspoiled beach. Many bikers mark this as their personal highlight because the ride down is both technical and beautiful.

Segment 5: Nature's Valley to Storms River (±40 km)

This last section pushes deeper into Tsitsikamma, where mountains, forest, and sea converge in dramatic fashion.

Riding Highlights:

Tsitsikamma National Park Dense green walls on either side, rivers cutting through gorges, and the occasional monkey sighting.

Storms River Bridge: Another iconic bridge, often photographed by passing bikers. There's a fuel station and food stop here, making it practical as well.

Recommended Stop:

Storms River Village—An adventure hub, where you can park the bike and try canopy tours, forest hikes, or simply relax in a biker-friendly lodge. From here, many riders choose to loop back inland via the N2 or continue east toward Jeffreys Bay and Port Elizabeth/Gqeberha.

Side Roads & Passes (For the Adventurous)

Outeniqua Pass: North of George, this pass climbs into the mountains with broad curves and spectacular views.

Seven Passes Road: Linking George to Knysna, this gravel route is historic and offers a slower, forested ride. Ideal for dual-sport motorcycles.





Take your time, savor the curves, stop often, and let South Africa's most iconic road become part of your riding story.

Prince Alfred's Pass: A gravel epic connecting Knysna to Uniondale—long, winding, and unforgettable if you're confident off tar.

Practical Rider Tips

1. **Ride in Daylight:** Wildlife, sharp bends, and foggy conditions make night riding risky.
2. **Weather Watch:** Fog is common in the mornings near Wilderness and Knysna; carry a clear visor or anti-fog treatment.
3. **Fuel Smart:** Stations are frequent along the N2, but always fill up before side-road detours.
4. **Gear Up:** Even in summer, sudden weather shifts occur. Pack a lightweight rain shell and warm layer.
5. **Take Breaks:** With scenery this good, frequent stops aren't interruptions—they're part of the ride.

Suggested 5-Day Garden Route Itinerary

Day 1: Mossel Bay → Wilderness (overnight at Wilderness)

Day 2: Wilderness → Knysna (overnight at Knysna)

Day 3: Knysna → Plettenberg Bay (overnight at Plett)

Day 4: Plett → Nature's Valley → Storms River (overnight at Storms River)

Day 5: Storms River → Return inland via Outeniqua Pass to George / N2 loop

This pace leaves room for side rides and downtime, rather than constant saddle hours.

Food & Accommodation (Biker-Friendly Stops)

Mossel Bay: The Sea Gypsy

Café (harbor views, hearty meals).

Wilderness: Views Boutique Hotel (luxury) or Fairy Knowe Backpackers (budget, biker atmosphere).

Knysna: Knysna Waterfront offers multiple restaurants with secure parking nearby.

Plettenberg Bay: The Fat Fish (seafood) or local biker pubs inland.

Storms River: Marilyn's 60s Diner—a retro biker-loved spot with great burgers.

Riding the Garden Route: Final Thoughts

The Garden Route isn't just about distance—it's about rhythm. The way the N2 snakes through lagoon country, climbs into misty forests, and then suddenly drops you at a coastal cliff feels like a perfectly composed ride soundtrack. For motorcyclists, it's a rare balance: excellent road quality, plenty of fuel and lodging, but still wild and diverse enough to feel adventurous.

This is a trip where the bike becomes both transport and companion. Every stop along the way—whether it's the roar of waves at Nature's Valley or the oysters in Knysna—becomes magnified because you arrived astride two wheels. Whether you carve through the Outeniqua Pass on a sport-tourer, cruise along Wilderness Beach on a Harley, or bump along gravel detours on an adventure bike, the Garden Route delivers.



TESTING BUDGET VS PREMIUM GEAR (TEMU VS ESTABLISHED BRANDS) – COMPARATIVE GEAR REVIEW



PRODUCT DETAILS COMPREHENSIVE PROTECTION



There are two kinds of riders who buy kit: the ones who treat their gear like an investment in survival, and the ones who treat it like fast fashion. Lately a third option has elbowed its way into the market—near-giveaway-priced motorcycle gear from marketplaces like Temu. The promise is irresistible: a full jacket, gloves and helmet for the price of a single premium glove. But price alone doesn't stop a crash. This feature tests the real-world tradeoffs between budget finds and tried-and-tested premium pieces, and gives riders practical guidance on when (if ever) bargain gear makes sense — and when it doesn't.

What we tested and how

We compared a sample shopping basket from Temu-style listings (helmet, textile jacket, gloves, basic boots) against mid- and top-tier pieces from established makers (Alpinestars / Rev'it / Dainese for jackets, Shoei /Arai for helmets, respected glove makers for hand protection).

The tests covered:

Fit & finish: seams, zips, material quality.

Protection features: visible CE labels, armor levels (EN/CE 1621 standards for back / elbow / knee), reinforcements (shoulder, hip, palm sliders).

Materials & abrasion resistance: leather thickness or textile denier, liner quality.

Comfort & ergonomics: ventilation, pockets, mobility.

Value & warranty: price per protected area, return policy, transparency of testing/certification.

Field trials: 500km of mixed riding (urban, highway, coastal twisties) and deliberately rough handling: wet weather, highway buzz, and light off-tar detours. We didn't smash helmets into walls—that's for certified test houses—but we did look for honest, full documentation and independent test results where available.

Build quality: the immediate giveaway

Open a cheap jacket and you'll usually see the difference within 30 seconds. Stitching shortcuts (single rather than double-stitched stress points), thin inner liners, and feeble zips are common. Pockets gaped under load, and armor — if present — was often soft foam rather than CE-rated inserts. Conversely, established brands use heavier outer textiles or genuine leather, reinforced stress seams, proper CE-rated protectors, and better water- and windproofing systems. In short: premium gear feels and behaves like it was made to survive a crash; bargain gear feels like it was made to survive a sale.

RevZillaHelmets: the single-most-critical choice

This is where the old rule applies: you get what you pay for, and compromise is dangerous. Many ultra-cheap helmets mimic the shape and glossy finish of name brands, but lack independent crash certification, reliable shell materials, and consistent liner quality. There are worrying reports and tests online showing fake or uncertified helmets failing to meet safety claims — consumers and safety advocates repeatedly warn caution when buying helmets from marketplace listings. For head protection, always choose a helmet with visible, verifiable

certification (ECE 22.06, DOT FMVSS 218 or Snell where applicable). A cheap helmet that "looks like" a Shoei is not a Shoei; it is a gamble with your head.

Protection vs. price: where budget gear can and can't cut it

Commuting and short city hops: With careful selection, some budget textile jackets and gloves can be acceptable for low-speed urban riding if they include abrasion panels and at least basic CE-rated palm and elbow protection. They're a step up from T-shirts and sneakers and massively cheaper than premium kit. But expect short lifespans and inferior weather sealing.

Highway & long-distance touring:

Not the place to skimp. High-energy crashes happen at speed, and premium materials, layered construction, and high-grade armor matter. Long rides also expose zips and seals to far more wear; cheap kit tends to fail prematurely.

Track days / high-speed risk:

Only certified, tested gear from established brands. No compromise.

A key point: many budget sellers don't provide clear CE documentation or transparent testing claims. If a cheap jacket claims "CE armor" — look for



details (which level? 1 or 2? what standard?). If that detail is missing, treat the claim as marketing language, not a safety guarantee.

The Sun: Comfort, fit and real-world usability

Premium jackets and gloves are designed for hours in the saddle — pockets that make sense, vents that work, and liners that dry quickly. Cheap gear often skimped on practicalities: ventilation felt cosmetic, cuffs rubbed, and vents leaked in the rain. Gloves from budget ranges sometimes sacrificed protection for feel: slim and nimble, yes — but with thin knuckle shells or foam padding that won't absorb a heavy impact.

That said, some bargain items surprised in comfort.

Lightweight city jackets with stretch panels and breathable liners were pleasant on warm rides. The lesson: budget gear can be comfortable and useful, but you must accept shorter expected life and lower protective thresholds.

Warranties, returns and the hidden costs

Premium brands back their products with multi-year warranties, local dealers and clear service networks. Cheap marketplace items often ship from overseas, with limited returns, no local repair options, and opaque manufacturing histories. Factor the “hidden” costs: replacements, failures in the first year, and the non-monetary cost of reduced safety. When the price is so low it's laughable, ask why. Investigations have flagged product safety and materials concerns in mass-market apps; these aren't hypothetical — regulators and media have highlighted real problems.



The Sun: Real-world verdict from the field trials Temu-style gloves:

Great price, good initial fit for casual rides, but thin palm padding and fast wear of stitching. Good for errands and learning riders, not recommended for long rides or as primary crash protection.

Budget textile jacket: Decent weatherproofing initially, but armor was sub-standard and seams opened under heavy stress. Zipper corrosion and liner separation occurred after extended exposure to rain and UV.

B u d g e t h e l m e t (uncertified/unclear):

Even when comfortable, the lack of clear certification and inconsistent shell quality makes it a no-go for highway riding. If a cheap helmet does carry a recognized certification, independently verify the label and batch.

E s t a b l i s h e d - b r a n d equivalents:

Higher upfront cost, but superior protection, durability, and rider support. They survived the field trial wear and tear with minimal degradation and preserved their protective features.

Practical buying guide — how to mix & match safely

Never compromise on helmet certification. If the helmet lacks verifiable ECE/DOT/Snell info, don't use it for anything above slow-town riding.

Buy known protective elements new: CE-rated back protectors, boots with ankle support, and gloves with proper palm and knuckle protection — these are worth spending on. Use budget pieces for low-risk roles: commuter rain shells, over-pants for storage, or warm liners are sensible budget buys — provided they're not the only

CHEAP GEAR FLOODS THE MARKET BECAUSE RIDERS WANT ACCESS — AND NOT EVERYONE CAN AFFORD PREMIUM KIT.

protection you rely on.

Inspect everything closely on arrival: seams, armor pockets, zipper quality, labels. Look for CE marks and test fit. If something feels flimsy, return it.

Consider total cost of ownership: a R500 jacket that needs replacing every year may become more expensive than a R3000 jacket that lasts five years. Factor replacement and repair costs into the decision.

Ethics, transparency and the market impact

Cheap gear floods the market because riders want access — and not everyone can afford premium kit. But the proliferation of unregulated products also pressures established brands and complicates enforcement of safety standards. Media investigations and safety advocates have raised legitimate alarms about toxic materials and lack of oversight on some marketplaces, which should put riders on alert to verify sources and certifications

before they buy.

Final call: a no-nonsense recommendation

If you ride at speed, tour long distances or carry passengers, buy premium protective gear from established brands. Your head, hands, spine and knees are not good places to save money. For city commuting and backup layers, budget gear can play a supporting role — but only after strict scrutiny (CE labels, visible quality, realistic expectations).

Helmets are the line-in-the-sand: do not compromise.

If in doubt, spend a little more, buy from a reputable dealer, and keep your receipts. Riding safely doesn't have to be elitist, but it does demand honesty. If you want to look like a road warrior on the cheap, that look can be bought; the protection that lets you walk away from a crash cannot. Invest where it counts — helmets and certified armor — and treat bargain finds as useful, but secondary, tools in the kitbox. ■





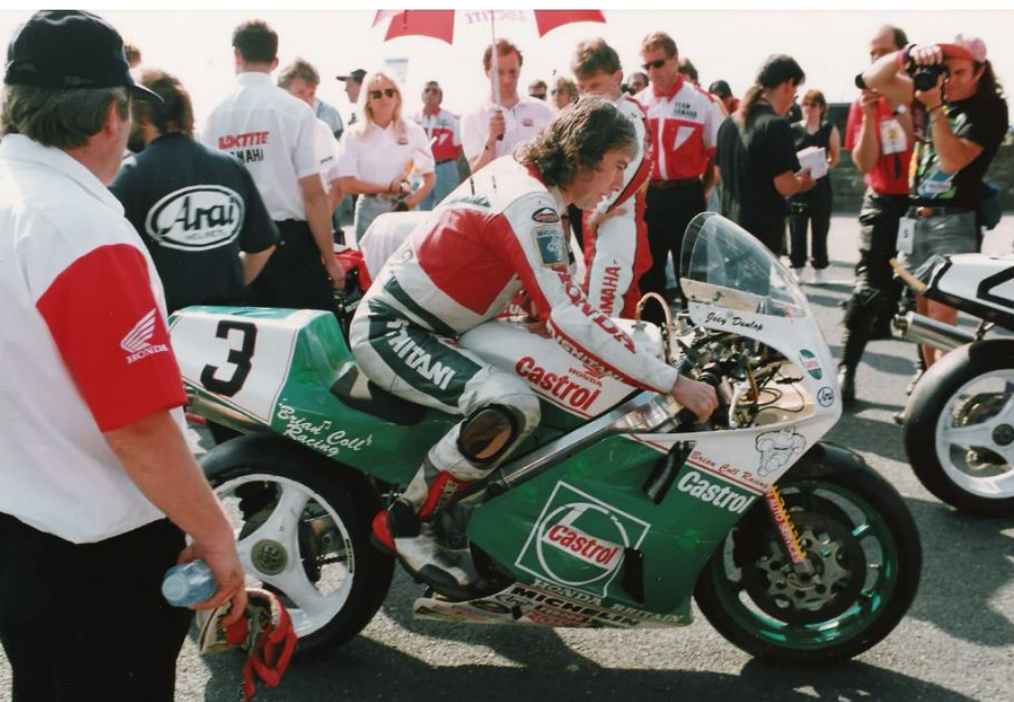
RACING LEGENDS JOEY DUNLOP



The History of Joey Dunlop: A True Legend and “King of the Road”

Born into a family of motorcycle enthusiasts, Joey Dunlop began tinkering with bikes when most kids were learning to walk and talk. That is perhaps one reason Dunlop became one of motorcycle racing's greatest, garnering him the well-earned nickname “King of the Road.”

He became a record-maker and a record-breaker, and he is a legend of the sport who will never be forgotten. Passing away at the early age of 46 in 2000, Dunlop held five TT Formula One titles, 26 Isle of Man TT wins. In addition to well over 150 other major title wins, Dunlop burnt out fast. Still, he will never fade away and will always be a man to inspire others in the motorcycle racing world.



of riding.

What Dunlop was known for was staying close to his roots. He lived as a child and was buried as an adult on the same road. That says a lot for a king to stay that close to his childhood home for his final resetting place when it could have been anywhere in the world. He was also known to visit his hometown, bringing back his trophies and prizes to share with the people.

His queen was even his childhood sweetheart from his hometown. He was a true king to the town of Ballymoney, Ireland.

The Makings of a King
King of the Road William Joseph Dunlop was born in Ireland on February 25, 1952. To say he was born into a modest family would be an understatement. His childhood home was without running water, he was the eldest boy out of seven children, and he lost a sibling when the child was six months old.

He had a stubborn determination and was typically considered a good kid overall, a reputation that would follow him throughout his lifetime.

While the family was poor, Dunlop recalls that they were rich in other ways. They spent time as a family, which was

worth more than valuable baubles to the Dunlop children. They would often go to the countryside to spend time on weekends or spend time around the family hearth telling stories or playing games.

Dunlop loved to tinker in his spare time, taking things apart to see how they worked and then putting them back together. He was well known for having multiple projects laid out and ready to be reassembled at any given time.

Dunlop wasn't the greatest student in high school, but he got by. In retrospect, his classmates find it odd that they never recall him speaking of bikes or his love



The King's Early Years of Racing
Known as the Greatest Northern Irish Sportsman of all time, Dunlop's career officially began in 1969 in Ireland while riding a ten-horsepower 199 cc Triumph Tiger Cub he bought with money he borrowed from a friend. Still, no one can say that to be 100%

He also always wore a red undershirt under his gear, and his bike was always number three.



accurate.

However, another friend is 100% sure that he DID participate in a race in Kirkstown, Ireland, during an Easter celebration in 1969. He placed a modest 16th in that race, but that was just the beginning of an illustrious career.

Though it took him a couple of years to become a real competitor in the racing industry, Dunlop would run into some of his most significant competitors during his early years.



There Are Superstitious Writings on the Wall

Dunlop was known to be a creature of habit, and he was very superstitious when it came

to racing. Once he started winning and making a name for himself, he always wore a yellow helmet that had pictures taped onto it, frequently not well-fitting. He would often have to add padding to the inside of the helmet to keep it from wobbling or falling off.

He also always wore a red undershirt under his gear, and his bike was always number three; however, we will soon see that not even the most religious practices of superstitions can work 100% of the time.

Some Fun Facts About the King of the Road

While Joey Dunlop's racing record and career speak for themselves, there is no denying that he led an exciting life off the track, as well.

A Charitable King Was He

Once he made a name for himself as a racer and began to obtain enough money, he became a benefactor to many Romanian orphans. He did this very subtly, so as not to draw attention to himself for his good deeds. Many of today's

celebrities could take a cue from Dunlop's charitable ways. It is noble to give back simply for the sake of doing so.

He was also known for traveling across Europe in order to donate clothing and food to the less fortunate, as well. He was thought to be one of Europe's most generous ambassadors.

True Royalty

In 1986, Dunlop was granted the title of a member of the Most Excellent Order of the British Empire (MBE). Its members would be considered knights of yesteryear, as they are known for their chivalrous, charitable works. This is the third-highest honor given by the British Empire.

He was also given the second-highest honor in the British Empire: The OBE. He was given this honor for his solo ride to some of the poorest areas of Europe to deliver aid such as food, clothing, and medical supplies.

He Survived Stormy Seas

On a boat ride from Ireland to the Isle of Man for his annual race, the ship he was aboard hit an enormous storm and began to sing. Luckily for Dunlop and all 13 passengers, they were rescued from an almost inevitable tragedy.

The King of the Road Reaches its Tragic End

During the Estonian Road Race held on July 2, 2000, Dunlop met a tragic end from which no superstition could save him.

Though the road conditions were safe when the race started, by the third lap, it began raining, making the road incredibly slick as the oils came to the surface. Dunlop saw the inevitable loss of

control on a turn and attempted to ditch his bike. Unfortunately, Joey Dunlop, one of the greatest motorcycle racers in history, crashed into a tree and died instantly.

A great athlete, a man of altruism and giving, was lost that day. It was a sad day not for just Ireland and Brittan but the world abroad.

The History of Joey Dunlop: More Than Just a Motorcycle Racer

Joey Dunlop was absolutely one of the finest racers ever to hit the motorcycle circuit. But he was much more than just a guy who accumulated trophies and win after win. He was a man who gave back to the world and tried to make it a better place than how he found it.

Always staying close to his humble roots, he was able to be a great racer that little boys and girls the world over wished to be; he was also a kind, giving man that, if ever one adopted his charitable ways, we would no doubt live in a much brighter world



A Fanbase United in Grief and Glory

The JB8 MCM fan movement—once a scattered collection of Dunlop devotees—has matured into a deeply connected global community. In 2025, they gathered en masse at the Isle of Man TT not just for racing, but for remembrance.

Wearing their distinctive black-and-gold colours, emblazoned with the initials "JB8" and the familiar number 3, thousands made the pilgrimage across the Irish Sea. Flags flew bearing Dunlop's silhouette mid-lean, etched against sunrises, raceways, and the haloed backdrop of the TT Mountain Course. It wasn't just a tribute—it was a resurrection of memory.

The MCM (Motorcycle Culture Movement) sector of the fanbase transformed their paddock presence into a rolling memorial. Bikes were painted in Dunlop livery; helmets bore his name in gothic script. Riders, old and young, shared tearful stories around campfires at Quarterbridge and Ballaugh Bridge, recounting moments they had seen him race or watched the VHS tapes their fathers had kept like holy scripture.

"He was more than a racer," said Mick Taylor, a 58-year-old mechanic from Nottingham. "He was a working man's hero. A quiet giant. And every one of us is here to carry his memory forward."

The Day the World Stopped: Joey Dunlop's Funeral Revisited

To truly grasp the magnitude of Joey Dunlop's legacy, one only has to look back to that surreal, sorrow-drenched day in July 2000, when Ballymoney bore witness to a modern-day funeral unlike any other.

The streets, normally calm and slow-paced, became a sea of black

as an estimated forty-five thousand mourners descended on the town. Thousands walked behind the hearse carrying Dunlop's coffin, heads bowed, shoulders touching, hearts aching.

"Even the air seemed to stop," recalls local Ballymoney resident Angela Keegan, who was a teenager at the time. "It wasn't just the racing world that lost him—it was like Ireland lost a brother."

The image of the coffin, draped in Dunlop's race colours, being wheeled through the narrow streets, is etched in global motorcycle folklore. People stood ten-deep on kerbs, on lampposts, rooftops—anywhere they could catch a final glimpse of the man who had given so much, and asked for so little.

"I remember a man in his 70s standing next to me crying like a child," Keegan continued. "He didn't say a word, just clutched a crumpled photo of Joey at the TT. That's the kind of hold he had on people."

Legacy on the Mountain Course

In the 2025 TT, riders continued to chase records, but many made it clear: this year was about tribute, not triumph.

Leading the commemorations was none other than Michael Dunlop, Joey's nephew and now the most decorated living Dunlop on the course. With fire in his veins and grief in his eyes, Michael delivered a masterclass in controlled aggression, taking home two victories while riding a custom-liveried Yamaha R1 painted in his uncle's racing colours.

"I owe everything to Joey," he told the press post-race. "If I win, I win for him. If I lose, I still ride for him."

The Dunlop name echoes louder than ever along Glencrutchery Road. A memorial statue,

unveiled this year in Ramsey, shows Joey mid-corner, face calm, body poised—forever frozen in motion. JB8 fans gathered by the thousands to lay down flowers, letters, and personal relics. One left behind a TT medallion from 1982 with a simple note: “You made my childhood magic.”

Racing and Humanity: The Two Sides of a Legend

While Dunlop's 26 TT victories and five world championships speak to his peerless skill, it is his humanitarian work that forged his sainthood among fans.

Between races, Joey would load his van with food, clothes, and medicine and drive solo to war-torn zones in the Balkans. He never announced it, never sought coverage. He simply went.

“You're only as good as what you do for others,” he once told a journalist in his famously understated way.

In an era where athlete branding is as aggressive as any racetrack, Joey Dunlop remained an enigma. No Instagram. No endorsements. Just an old Honda, a world of quiet courage, and a deep love for his family and fans.

JB8: The Number That Became a Movement

Originally meant to commemorate Joey's 1998 TT victories, the "JB8" insignia has grown into a global code of remembrance and rebellion. It stands for "Joey Battered '98," referencing the year he dominated the TT while battling injuries and doubters.

Today, JB8 has been adopted by motorcyclists from Tokyo to Cape Town. The symbol is stitched into jackets, spray-painted on tank fairings, and even inked into skin. It's less a number, more a badge of allegiance to a different kind of racing spirit—one driven not by ego, but by endurance.

The JB8 MCM Isle of Man 2025

Rally drew 12,000 registrants alone, making it the largest single fan-organised gathering in TT history. The event culminated in a solemn night ride across the Mountain Course, headlights glowing in procession, engines whispering into the Manx dusk.

The Hearse, The Hill, and the Heart of a Nation

Footage of Joey Dunlop's hearse making its final journey through the streets of Ballymoney played on LED screens across the TT paddock this year. Riders stopped. Crowds silenced. The air became heavy once again, as tens of thousands relived a grief that never really left.

A man in the crowd began to play a tin whistle version of “Danny Boy,” and as the notes rose into the sky, a thousand helmets were lifted in silent salute.

Among them stood people who weren't even alive in 2000. Teenagers who had discovered Joey through YouTube clips or stories passed down in garages. For them, he is no less a legend—perhaps even more so. In an age obsessed with immediacy, Dunlop's story is a lesson in longevity, humility, and grace under throttle.

Conclusion: The Race Without a Finish Line

As the 2025 Isle of Man TT closed its chapter, the JB8 MCM community left behind not just tyre marks, but something more lasting: a reminder that legends are not measured in speed alone, but in sacrifice, sincerity, and soul.

Joey Dunlop remains the blueprint.

From Ballymoney to Bungalow, from Estonia to the elbow-leaned corners of the TT, his legacy is stitched into the fabric of motorcycle culture. Riders will come and go. Records will fall. But Joey's legacy—quiet, fierce,

generous—will never be outrun. He was the people's champion. He is the racer eternal.

And as the wind howls across the Mountain Course, you can almost hear it whispering back: “Number 3. Forever.”.



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Marc Marquez Responds to Rossi Leaving Him Off MotoGP Rivals List

Marc Marquez has addressed Valentino Rossi's decision to leave him out of a list of his biggest MotoGP rivals, suggesting it's because the two never directly battled for a championship.

Earlier this week, nine-time world champion Rossi named the main adversaries he faced during his career but notably excluded Marquez—despite their well-documented and often fiery rivalry.

Speaking at an event in Jakarta ahead of the Indonesian Grand Prix, Rossi said: "I had a lot of great rivals in my career and I think it's between [Casey] Stoner, [Jorge] Lorenzo, [Max] Biaggi, and [Dani] Pedrosa.

It's difficult to say who the biggest one was. Maybe Lorenzo, because we were in the same team and team-mates for a long time. So, it wasn't just a rivalry—it was like a love story." While Rossi and Marquez raced together from 2013 to 2021, their relationship soured dramatically after Rossi accused Marquez of interfering with his 2015 title challenge in favor of Lorenzo. The tension between them never truly subsided, even after Rossi's retirement, and

remains one of the most talked-about narratives in modern MotoGP.

Marquez, who equaled Rossi's record with a ninth world championship last weekend in Japan, gave a straightforward explanation when asked why he believes he wasn't mentioned: "Because we never fought for a championship." When it was pointed out that he won six titles while Rossi was still racing, Marquez elaborated: "No, no, not in that way. When I arrived, my biggest opponent, for example, one year was Lorenzo. Then I moved on to [Andrea] Dovizioso. "Despite the lack of title fights between them, Marquez and Rossi's on-track clashes and off-track tensions have undeniably shaped a significant era in MotoGP history.



Marquez Eyes 13-Win Record But Focused on Enjoying Final Races

Marc Marquez believes breaking his own record for the most MotoGP wins in a single season is possible — but insists he's not placing any pressure on himself to achieve it.

The Ducati rider has already claimed **11 victories** from the first **17 rounds** of the 2025

season, putting him within reach of his personal best of ****13 wins**** from 2014, set during his dominant second year with Honda. That record, which surpassed Mick Doohan's 12-win tally from 1997, has remained untouched for more than a decade.

Marquez, who secured his ****seventh MotoGP title**** and ****ninth world championship overall**** with a second-place finish in Japan last weekend, would need to win ****three of the final five races**** to set a new all-time mark.

When asked about the possibility of breaking his own record, the 32-year-old said:

> "Yeah, we can. Let's see.

> We can because I think about Phillip Island and Valencia [as my two strong tracks]. But that's two circuits — and I need three wins.

> We also go to Mandalika, Malaysia, and Portimao, which are not the best tracks for me. But I can defend.

>

> I don't want to put pressure on myself."

"I Just Want to Enjoy These Last Five Races"

With the title now wrapped up, Marquez said his mindset has shifted from relentlessly chasing victories to enjoying the final part of the season — something he admits he hasn't always allowed himself to do.

"A long time ago, I was just winning and winning races. I wanted to get to the next one and win again," he said.

> “But I suffered so much pressure during the whole season that now I just want to enjoy it.

> “The first target is to avoid stupid mistakes. When you reach your main goal, your adrenaline drops, and sometimes your focus does too. So let’s see if we can do it.”

The veteran also pointed to Phillip Island as a personal challenge, saying:

> “First of all, we go to a circuit where I’ve never finished a race. That’s the first target.”

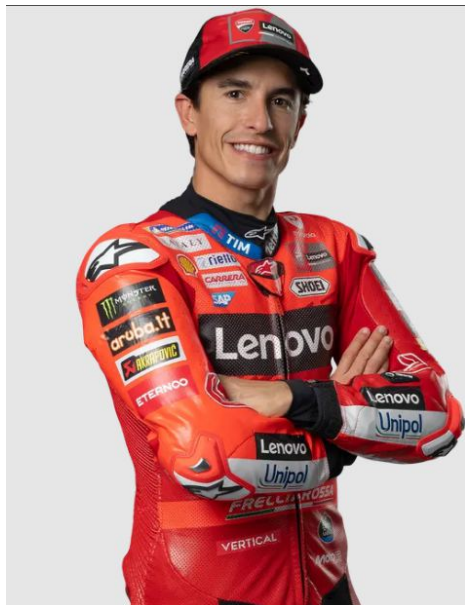
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> “And the second target is to enjoy these last five races without pressure. If I’m fifth or sixth in a practice, no need to panic — we’ll have another session soon.

>

> I’ve had a lot of pressure in recent seasons. Right now, I just want to enjoy this moment. I’ll have time to chase more goals and put pressure on myself in 2026. But for now, this is my mentality.”

While the record is within reach, it’s clear Marquez is more focused on balance, longevity, and perspective — even as history beckons.



What It's Really Like Working with Marc Marquez at Ducati – Crew Chief Marco Rigamonti Opens Up

In an exclusive interview, Ducati crew chief Marco Rigamonti shares a behind-the-scenes look at working with Marc Marquez, who recently delivered Rigamonti his first MotoGP world title. Reflecting on the journey, Rigamonti reveals how Marquez has exceeded expectations—not just with his performance, but with his character.

I Knew He Was Special – But I Didn’t Expect This”

When Ducati offered Rigamonti the chance to work with Marquez, his first reaction was one of quiet pride.

“My first thought was, ‘I must have done something right,’” Rigamonti told Autosport at Motegi, where emotions ran high after Marquez clinched his seventh premier-class crown.

“I already knew he was a unique rider—his career speaks for itself. But I didn’t expect this level of dominance, and even more surprising was his human side.

He’s incredibly approachable. From day one, he integrated into

the team like any other member.”

A Championship Nobody Saw Coming

Marquez has stunned the paddock by leading Ducati to yet another title, doing so with unmatched consistency and confidence.

“He’s given the whole team a massive confidence boost. No one expected a season like this,” Rigamonti admitted.

“Every weekend, you arrive believing things can go well—because with Marc, they usually do. He’s been on the podium in every race he’s finished.”

Signs Were There at Gresini – But 2025 Is a New Level

Marquez showed glimpses of brilliance last year at Gresini, riding a year-old Ducati, but Rigamonti says that was just the beginning.

“Last season cleared up a lot of doubts after his fourth surgery, especially as it was his first time on a Ducati.

But this year is another level

entirely. The leap forward has been incredible.”

What Makes Marquez Different

Having worked with a variety of top riders, Rigamonti highlights what sets Marquez apart.

“Two words: **complete and positive**.

He’s fully involved—whether it’s in the garage, on track, or in his training. And he stays calm, even when problems arise.

Racing always involves setbacks—crashes, technical issues. When your rider stays cool, it lifts the whole team.”

The Myth of Marquez “Masking” Bike Problems

Some critics have suggested that Marquez’s raw speed can sometimes hide a bike’s weaknesses—but Rigamonti has a different take.

“There’s some truth to it, but not in the way people think.

Marc can push 100% even when he’s not comfortable. If a part feels worse, he’ll tell you—but he’ll still be fast. That’s what makes him special.

But that doesn’t mean he can’t help with development. On the contrary, he’s incredibly sensitive and detailed with his feedback.

Sometimes the stopwatch alone can mislead you—but when you combine it with Marc’s insight, development moves in the right direction. In fact, many of his comments match [Francesco] Bagnaia’s—and Pecco is known for his technical feedback.”

Post-Surgery Limitations – And the Mental Evolution

After multiple surgeries on his right arm, Marquez’s posture

still looks different on the bike. But Rigamonti says it’s not showing up in the data.

“We don’t see any big issues in the telemetry—just some struggles in certain right-hand corners.

He says he’s always had difficulty with those, so it could be more about riding style than injury. Still, the arm lacks some strength.”

Would he be faster without that limitation?

“Possibly. But I also think everything he’s been through has made him mentally stronger.

This season, for example, he’s crashing far less. That speaks to improved risk management.”

No Ego – Just Accountability

One of the qualities Rigamonti appreciates most is Marquez’s openness when things go wrong.

“Working with Marc is easy—because he makes it easy.

If something doesn’t go right, he explains why. If he crashes, he owns it.

Sometimes he even tells us, ‘This isn’t something I could do at Honda, or even in Moto2.’ That honesty gives the whole team peace of mind.”

Conclusion: A Champion On and Off the Bike

Marc Marquez’s first season with Ducati has already been historic, but for those closest to him—like Marco Rigamonti — it’s about more than the results. It’s about a rider who combines legendary talent with humility, self-awareness, and a deep understanding of what it means to be part of a team. ■

THE REBEL
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CONTACT US
081 084 5840

LHR Magazines Presents

ROAD RALLIES

Events

**OCT
2025**



WESTERN CAPE KZN GAUTENG OFS LIMPOPO ETC

Biking Events Calendar

**28-30
NOVEMBER
2025**

CC RIDERS KIMBERLEY PRESENTS ANNUAL

BIG HOLE RALLY

PRE-ENTRIES ARE OPEN UNTIL 31ST OCTOBER

ENTRANCE FEES

**DON'T MISS THE CROWNING OF
MISS CC RIDERS & MISS BIG HOLE RALLY**

JOIN THE FUN!

THERE ARE PRIZES TO BE WON!

R250 PRE-ENTRY (ONLY)

- INCLUDES METAL BADGE
- 2 LUCKY DRAW ENTRIES

R300 GATE ENTRY FULL PASS

- INCLUDES METAL BADGE
- 1 LUCKY DRAW ENTRY

R150 DAY PASS ONLY

ACTIVITIES

Live Entertainment

Food Stalls (Halaal Available)

Fun & Games

Swimming Pool for Kids

Concourse

DYNO | HORSE POWER

Class 600 /750

Class 1000

Class 1300/1400

Class TURBO / NOS

Burnout Competition



Lucky Draw consists of 1st, 2nd, 3rd Cash Prizes



**FOR MORE INFORMATION:
DANE: 082 786 9328
MIKE: 083 633 9038**

**VENUE:
BIG HOLE, CARAVAN PARK
WEST CIRCULAR RD, WEST END, KBY, 8301**

f FOLLOW US ON FACEBOOK @ CC RIDERS KIMBERLEY

K9 RIDERS MINI BIKE RALLY

Starts Saturday @ 9am
To Sunday @ 10am

25-26
OCT
2025



LIVE ENTERTAINMENT TILL LATE

Thatchwood Farm Pub
cnr R24 & Zeekoehoek
Magaliesberg



CAMPING
BRING OWN TENT
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NO SHOWER OR BATHING
FACILITY

**PRIZES / TROPHIES
TO BE WON FOR:**

Biggest Club Spirit

Loudest Bike

1st Male Biker

1st Lady Biker

Biker Games

Lucky Draws

ENTRY FEE:

PRE ENTRY: R130

AT GATE: R170

DAY VISITORS: R100

VENDORS WANTED

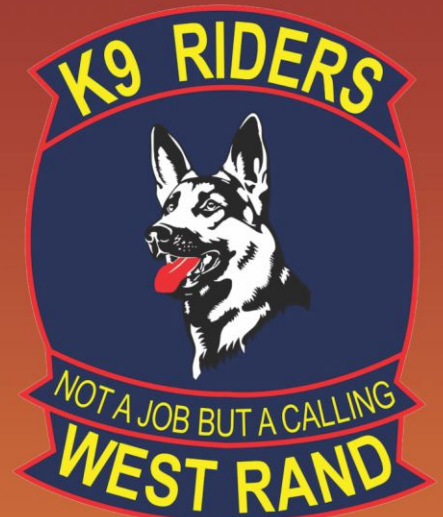
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VICE PRES: ANDRE @ 082 878 6828



THE IMPULSIVE MCC PRESENTS



THE CRATER OUTDOOR

SLEEPOVER

SAVE THE DATE

BOTTELARY RD STELLENBOSCH

18 OCT 2025

VC Kaizer

Cape Town Rebel Day 8 Nov 2025

IN MEMORY OF FALLEN BROTHERS



R80 ENTRY

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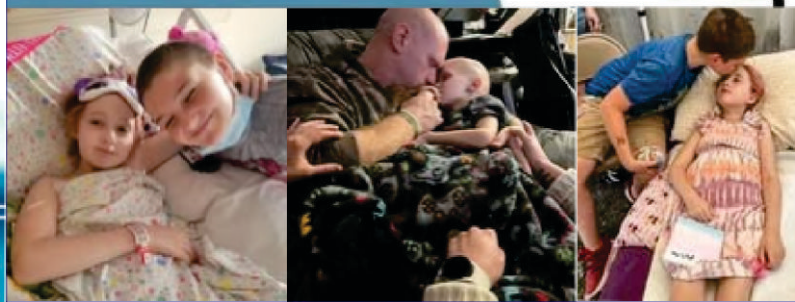
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