

PROJECT CORNER

BORN-AGAIN BIKE

Richard's Dunny comes back from the dead

HONDA CB750
DUNSTALL

PRICE £265

WEIGHT 226kg Seat 800mm

POWER 67bhp Torque: 44ftlb

MILES 34,439km



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RICHARD NEWLAND
Sportsbike addict with
a love of road riding,
in all weathers.
HEIGHT 5ft 11in
WEIGHT 115kg

After years of inactivity, my CB750 Dunstall is finally starting to feel the fruits of my labour. Having languished while I stockpiled parts, the process of rebirth has commenced.

The first problem was ignition, or – more accurately – the complete lack thereof. With no keys for the cut and bodged ignition switch, and no ignition or points plate behind the engine cover, all mixed with a bird's nest explosion of disconnected wiring – there was no chance of assessing just how electronically challenged the Dunny really was.

So I sourced a new old stock ignition barrel from Thailand, a back-plate, points and ignition timing plate from the States, and a new electronic ignition kit from Frank Wrathall Developments (www.fwdevelopments.com), and set to work. With the new ignition fitted, I started trying to connect the switchgear, clocks, and main loom together

– with limited success. The switchgear wiring didn't match the loom, and no amount of staring at a wiring diagram could unravel the labyrinthine mass of wires. Trial and error, and a multimeter, got me most of the way though – and with a battery connected I eventually saw the idiot lights come alive, while prodding the starter button actually resulted in action in the bowels of the engine. It's alive. Well, sort of.

The loom was a mess though, and logic dictated that it had to go. With a brand new replacement bought from David Silver Spares, I carefully swapped old for new. The switchgear wiring was equally badgered, and the lefthand switchgear was also broken. With new ones bought I was in a new world of electrical cleanliness.

Now all I needed to do was sort out the fuel system and see if it would spring into life after decades of inactivity.



There's finally light at the end of the tunnel!



Who's been making coffee in the fuel tap?



Replacing the old ignition with electronic



Switchgear wouldn't match the loom

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KIT TESTED

'It's my first AGV, but it won't be the last'

AGV K-5 Enlace £249.99

Time tested Seven months/5500 miles
What's good? This is my first-ever AGV and I'm impressed. Firstly, it's pleasingly quiet – I still wear earplugs but wind noise isn't a problem, even at motorway speeds. Secondly, the wide aperture provides a reassuring field of vision and the Pinlock visor insert provided means there has been no problem with misting.

Ventilation is decent (you can actually feel it working, which isn't true of all helmets) and there's a drop-down sunvisor so you can get away without swapping to a dark visor on bright days.

The helmet is reasonably light, too, and comes with the usual removable lining. The strap has a double-D fastener, which I favour over micrometric ratchet styles thanks to their more secure feel. The visor release mechanism is simple and rugged. It's an impressive performance for a helmet that's a penny shy of £250.

What's not? The drop-down visor occasionally fogs and the lever to activate it is quite small and doesn't have the slickest of actions, so can get a bit fiddly. Other than that, the AGV is a very competent helmet.

Contact www.moto-direct.com

Quality rating ★★★★★

Value rating ★★★★★



Rugged visor mechanism. Red lever works the drop-down sunvisor



It has an ACU gold stamp for track use, aerodynamic styling and decent vents

Quiet, no buffeting, great visor mechanism

Drop-down sunvisor sometimes fogs up



Wide for a clear view. And the graphics are simple but stylish

TESTED
5500
MILES

Oxford Rainseal Jacket £34.99 & Trousers £24.99

Tester Richard Newland
Time tested Six months/8000 miles

What's good? I've had a lot of waterproof oversuits during my 25-year riding career, and most have been utterly useless. I don't like one-piece suits, so always go for separates, and this pairing from Oxford hasn't let me down yet. There's a lot to like as well. They're substantially made, with good thick material, water resistant seams, adjustable cuffs, waist and ankles, and reflective areas. I really like the fact that the jacket has a full zip front, allowing you to put it on mid-ride without taking your helmet and gloves off. They feel really rugged and simple, have kept me bone dry (so far), and are sized to fit over your kit. So if you're a Large jacket size, you need a Large – not an XL to fit over your other kit. Jackets range

from S to 5XL, trousers from S to 6XL. They each come in a small zip bag, but you can fit both in just one bag for ease of transport.

What's not? They pack down pretty small, but they are inherently dense and heavy compared to some you can buy these days. As such they will take up a fair portion of your rucksack/pannier – but that's the price you pay for durability and quality.

Contact www.oxfordproducts.com

Quality ★★★★★

Value ★★★★★



SIX
MONTHS

Nolan N87 Helmet £179.99

Tester Alison Silcox
Time tested Six months/4500 miles

What's good? I was a little apprehensive as I'd not worn Nolan before but now wonder why I've waited so long. Comfort plays a big part in choosing a helmet and the N87 fitted well from day one, taking very little breaking in. It's got features that you'd not expect from a lid in this price bracket, with a removable and washable lining, drop-down sun visor and pinlock insert included. The ratchet-style fastener is easy to use plus there are plenty of vents, which are easy to operate when wearing gloves. It's recently won the MCN Award for Best Product of 2016, and I can definitely see why: it's been hard wearing and is very good value for money. The lid comes prepped for an intercom system, which is available as a £45 optional extra from Nolan.



4500
MILES

What's not? There's one annoying little fault – there's a small removable breath guard which continually falls out, and now I've lost it totally so the visor fogs around the edge of the pinlock which is a pain on damp days.

Contact www.motogear.co.uk

Quality ★★★★★

Value ★★★★★

Lomo Elwood sunglasses £10

Tester Andy Davidson
Time tested One month/500 miles

What's good? A pair of cool-looking sunglasses for £10? Yes please! Watersport and wetsuit firm, Lomo, produce a bunch of waterproof gear for motorcyclists – and while these sunglasses are primarily designed for kayakers (they even float) they also double as motorcycle sunglasses. The polarised lenses reduce glare from shiny road surfaces, they're incredibly light too and don't sit heavy on the nose, which is perfect for long rides. They're also rather wide, which help them do a good job of blocking wind blast.

What's not? I've only been using them for .j month, and am looking forward to seeing how they hold up.

Contact www.ewetsuits.com

Quality ★★★★★

Value ★★★★★



500
MILES