



Suffolk Riders



In this issue

Chairman's update	p1
2021 Events	p2
Copdock 2012	p2
EGM	p3
Social Rides	p4
Member's Forum	p5
Dress for the ride	p5
Shafted - a reply	p7
Technical Corner	p8
Where are you?	p8
Last Word	p10



Chairman's Update

First, a big thank you to the 35 members who joined the Zoom EGM on the 22nd March. Without a quorum of 20 members to elect a new Committee we would now have been sailing in uncharted waters. Thankfully that did not occur, and hopefully Suffolk Riders will now settle down to what we exist for, namely training riders and preparing them for the RoSPA Advanced Riders

test, as well as putting on a programme of social activities where we can we meet, ride and chat with like-minded motorcycle enthusiasts. My first remarks at the EGM as the newly elected Chairman were to thank Chris Patten, Ben Firbank, John Kerry and James Myers for their past work on the Committee, and I also need to thank Jeff Martin, David Wood, Stephen Worrall and Martin Gooda for volunteering to join the new Committee. Without willing 'volunteers' we would not have a club...

On to the future. The stay-at-home rule was lifted on March 29, and the Events sub-group met on March 31 to plan the first social rides under the new 'rule-of six' regime – an update can be found elsewhere in this

newsletter. The first social rides will be on 18 April – so keep the date free! As always, suggestions as to places to go to are very welcome.

As the time of writing Covid cases are rising rapidly in Europe, a situation that will inevitably take months not weeks to resolve. I therefore have taken the painful decision to cancel the trip planned to the Ardennes in May and stay in the UK. I say cancel, but we will try again for May 2022, if (to quote Chris Austin) war has not broken out between the UK and the EU in the meantime. Wales still does not have a date for opening its hotels, so David Wood and I decided to re-use his Easter 2020 plan to visit Yorkshire and stay in Ripon. I was amazed that the hotel was already fully booked for the weekend of 21 May. It seems everyone is desperate to get away as soon as it is allowed; that's why we are going mid-week. All members are welcome to join us on the trip.

Tony Butler and the tutor team are keen to restart training as soon as possible. RoSPA HQ advise that we can restart on 12 April. The first priority will be for the tutors to get out and check their own riding skills. Everyone is going to be rusty, so take it easy when you first get out on your bike. I took mine out last week for some 'essential shopping', and I soon realised I was riding like a car driver – not enough observation and forward planning. So on Monday – 'Freedom Day' – I went out for a long ride with a friend so we could check each other's riding. It didn't take long to get back in the groove, and the glorious sunshine certainly helped.

Ride safely and I hope to see you all at a club event in the near future. *Phil.*

2021 Events

Press Release from the Copdock Bike Show



Following The Government announcement on Monday 22nd February we are confident that the 29th East [Anglian Copdock Bike Show](#) will go ahead in 2021. (subject to any future change in Government Guidance)

To assist with this news and the subsequent announcement that the May [MCN show](#) is cancelled and will now be held on 4th & 5th September, we have agreed to move our proposed date to Sunday the 19th September 2021.

We are working closely with Bauer Media (MCN) to ensure that it is the right decision for both parties and in the interest of the motorcycling community.

The two week delay will give us the extra necessary time to ensure that we are fully compliant with whatever Government guidance is in place, at the time, for our type of event.

Trinity Park in Ipswich will once again host the biggest one day bike show, run by the volunteers of the Copdock Classic Motorcycle Club members. Again as a not for profit organisation we hope that a successful show will allow us again to donate monies to lots of good causes.

We are pleased to announce that following on from this years show, ALL FUTURE shows will be held on the FIRST SUNDAY IN SEPTEMBER without clashing with any events run by Bauer . MCN.

We will be releasing further details in the coming weeks with show details and proposed ride outs.

Please keep 19 September free in your diary. Every year Suffolk Riders help the Copdock Bike Show team by managing the car parking, and we're sure they will ask us again this year. The more volunteers we have to help, the less time each of us needs to spend in the car park and the more time we will have to enjoy the show!

Thanks!

External Events group.

EGM 22nd March

In his chairman's update, Phil S has thanked the 35 members who showed up for the EGM, I thought I'd capture an instant in the meeting for posterity. NB I don't think posterity has the same meaning for digital information. Over in about 35 minutes, with the dust settled, the committee now in place will have their first meeting on the 12th April. Remember, you can see all club meetings in [the diary](#) on the club's website. Near the end of the meeting there was a big 👍 for a club Zoom meeting in April. I anticipate some head scratching over the next couple of weeks, and watch out for an email announcing whatever they come up with. Reminds me of the Winston Churchill joke. "Never end a sentence with a proposition, unless you have nothing else to end it with."

Having spent some time and effort on reorganising the team, please pop over to [The Team](#) page on the club website to see the current lineup, where you can read a little about them & their biking experience. *Ed.*

Events Sub-Group Update: Social Rides restart on Sunday 18 April!

Six members of the Events Sub-Group met on 31 March – outside in a garden in the sunshine – to plan future social activities for Suffolk Riders.

Under Government guidelines, between March 29 and the 21 June (when the limit should be removed) we are now allowed to meet (and ride) in groups of no more than 6. On 12 April cafés will be able to serve customers at outside tables. So we decided to start the year with a bang, on Sunday 18 April. Last year our long rides were oversubscribed and we are sure many of you are all keen to get out for a full day's riding. We have also listened to newer members who have told us they are hesitant about joining a social ride for the first time, as they are not sure what to expect.

Restrictions mean that no more than six riders can attend a single ride and, in the case of multiple rides, none can start or finish at the same place. We will, therefore, have four groups riding to and from different locations, enabling up to twenty riders to participate in addition to the four organisers. If more than 20 riders sign up we have another organiser in reserve.

You must register with one of the organisers by email and acceptance will be on a first come, first served basis. If one group fills up relative to the others, there will be an opportunity to transfer to another group. If you wish to accept an alternative to your first choice, please make it known in your email. NB pillion riders are welcome, but if you intend to bring along a partner, you must state that in your email and that person will be included in the total number. Only those who register will be told the starting point and route. Here are the planned rides:

1. Sunday 18 April – Circuit of Suffolk social ride with Vini Evans. The idea is an all-day ride round the borders of Suffolk in an anti-clockwise direction, starting from Martlesham, heading up the coast to Lowestoft, west across the Waveney Valley, down to Newmarket and finishing up at Sudbury, from where riders can make their own way home. About 175 miles.
Departing at 9:00 am. To register, email to vini.evans@suffolkriders.co.uk
2. Sunday 18 April – Social ride to Bedford and Bedfordshire with Brian Carter. Starting from Bury St Edmunds. Brian guesses the round trip to be about 170 miles, but who knows how far it will really be? Brian's mystery rides are always popular so register soon to avoid disappointment!
Departing at 9:00 am. To register, email to brian.carter@suffolkriders.co.uk
3. Sunday 18 April – Social ride around Framlingham and Dennington with Chris Austin. A figure of 8 trip round the villages. About 95 miles, starting and finishing at Stowmarket.
Departing at 9:00 am. To register, email to chris.austin@suffolkriders.co.uk.
4. Sunday 18 April – Social ride to Attleborough with Phil Sayer. To Route 11 Kitchen café (if it is open). About 50 miles from Needham Market, going where possible on minor roads. For this ride we will be giving priority to associates and newer members, to give them a chance to try out our social rides. In your email let me know which of these you are.
Departing at 9:00 am. To register, email to phil.sayer@suffolkriders.co.uk

Member's Forum

To dress for the occasion... Stephen Worrall

We have more choice now in how we dress than there has ever been; and we don't recognise formal dress codes so much these days, births marriages and deaths aside;

dress codes are generally very relaxed. We all have our favourite attire that is



practical and reflects the way we like to be seen, possibly even an expression of our personalities. And motorcycling offers us lots of choice. We do have one 'formal dress code' imposed upon us: crash helmets. But whilst they are required by law, we are free to choose a design that reflects our riding needs.



The non-biking public may imagine the stereotype biker still clad in a worn black leather jacket covered in badges, jeans and heavy black leather boots! Some are; but these days whilst leathers are still the choice of many, fabrics have won over bikers big time. So are you a leather lover or do you have a fabric fetish? Maybe you like to mix and match (no...not cross dressing!)

Before rumours start...I am a leather lover. Leathers are my default, but because my leathers are not waterproof I

wear fabric in the winter. The other leather exception is in extreme heat when I opt for a ventilated mesh style jacket on leisure rides, but return to leathers again if the riding's going to get 'serious'. The added protection offered by leathers is important to me, in addition to protectors for the usual 'sticky out bits' and a full length separate back protector.

I've already touched on 'motorcycling stereotypes', (and I see some in myself!). The classic bike rider in his white silk scarf and black leather or wax-proof jacket; the sports bike rider in his multi coloured one piece leather suit; the adventure bike rider in his fabric toned and matched jacket and trousers; the custom bike rider in his brown nubuck quilted leather bomber jacket and jeans; the distinguished gentleman rider in his tweeds; the off



roader in...well...a lot of mud; the 125 rider in his teeshirt and shorts; and the HD rider in his worn black leather jacket covered in badges, jeans and heavy black leather boots!

Who have I not so far 'pigeon holed'? Ah...BMW riders, in their expensive BMW logo'd fabrics; chopper riders in their stars and stripes cowboy jackets and boots; and last but not least *advanced riders*, in their fluorescent yellow hi-viz tabards hiding what ever they choose to wear underneath!

Job done...now I have upset everyone!

Stephen



You can see and read about Stephen, complete with leathers, on the club's [Team Page](#). Ed.



SHAFTED a reply - Keith Gilbert

I enjoyed your 'Shafted' article in last month's newsletter Stephen, nicely written. It brought back memories of my dad and myself fighting over the 'Linklyfe' which is still available today (albeit in another guise). This would have been a regular Saturday morning ritual as we both used our bikes for transport to work.



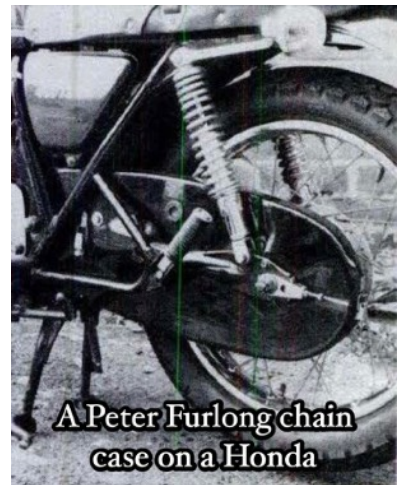
In 1962 I bought a Norton Dominator 99 deluxe which came with a totally enclosed drive chain case. Around this time a guy by the name of Peter Furlong was manufacturing enclosed drive chain cases for most British bikes. They weren't classics in those days.

Moving on, I got 'Shafted' in 1981 and after trying the Motor Guzzi's of the day. I bought a BMW R100RT saying goodbye to my Honda CB1000F, and chains, and Linklyfe.

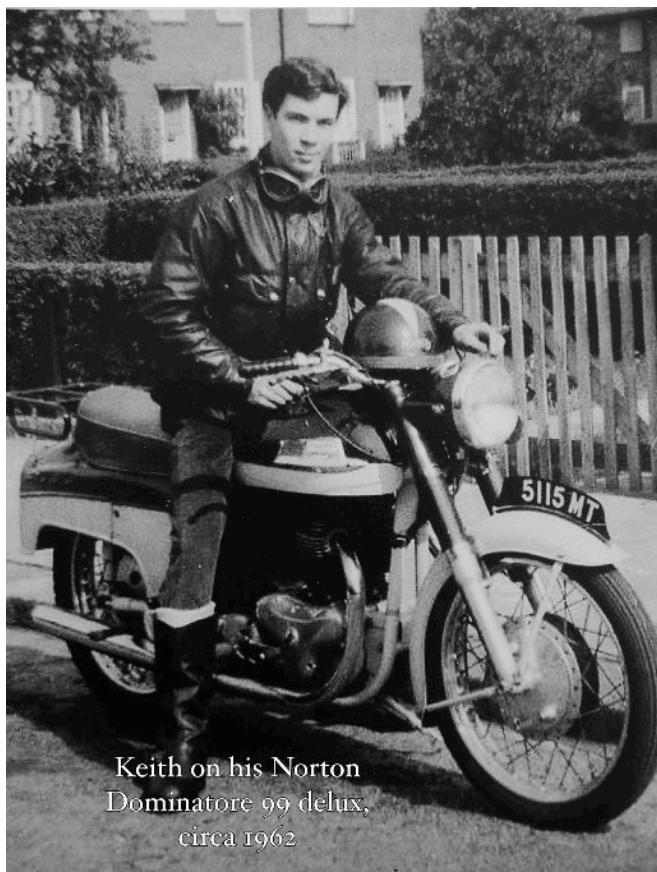
In my book chains are fashion rather than functional.

Forty years on would I buy a bike with a chain? Unlikely, but it is nice to know

Linklyfe is still around.



A Peter Furlong chain case on a Honda



Keith on his Norton Dominator 99 deluxe, circa 1962



My memory is of a distraught but very tolerant mother (aren't they just wonderful) while my brother and I heated the Linklyfe on the kitchen stove, before carefully carrying it into the garden to drop a chain in. What else, the smell, grease thrown up under the chain guard, and the first time I came across the molecule - molybdenum disulphide. Ed

Technical Corner

Where are you? - Chris Austin

You have a breakdown / puncture / incident of any kind or just want to meet up with someone, and the first question you will be asked is most likely "Where are you?" Actually, it used to be the most commonly asked question on mobiles as well, so here is a dead easy way to tell other people where you are even if you don't know yourself.

There's an app that runs on Androids and iPhones called What3-Words which has divided the entire surface of the planet (they say) into squares 3m by 3m and given each a three word reference which always stays the same. All you have to do is run the app and it will give you three words which you relay to your questioner. They load them into the internet and get a Google map showing your location to within 3m, and that's metres, not miles.

How cool is that?

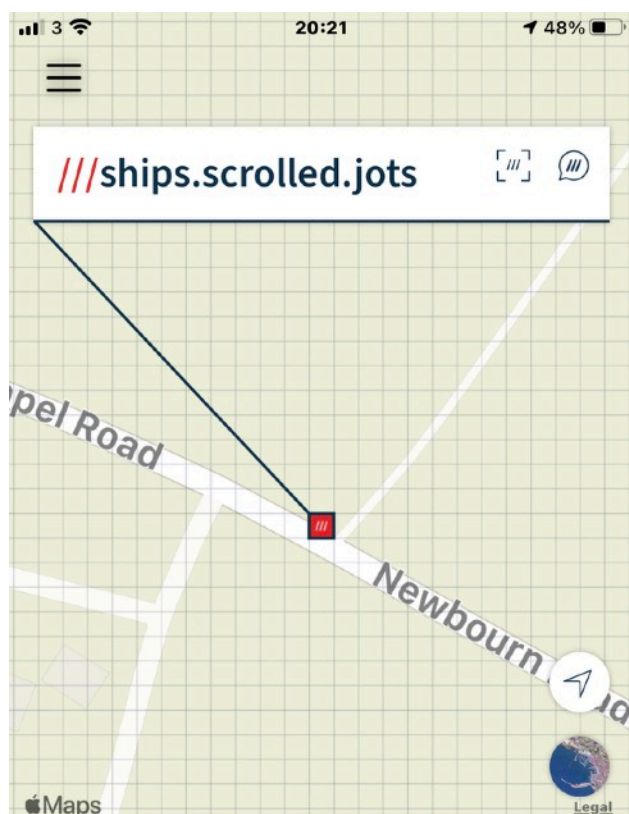
Here's how it works at the receiver's end. Suppose you give them these words, "easels year whimpered", they search for <https://what3words.com/easels.year.whimpered> and up pops a map for a little village in Suffolk called Mellis. Try it and see!

Since you can also use the app on a mobile to navigate to someone who has sent you three words, you can use it for meeting up with mates, and I am told that the emergency services use it and like it.

Worth considering, don't you think?

Chris's article prompted me to not only give it a try, but to check whether it is used by the emergency services. There are [two location services](#), the what3words and [Advanced Mobile Location](#) (AML). While the former is a downloadable app, the latter, also GPS based system, is automatically sent when calling an emergency service (e.g. 999) on a smart mobile phone that has a GPS capability. What3words is also more accurate than AML and can be used for [all sorts of reasons](#). At the latest count, what3words is used by all the emergency services in the UK (including the AA) and about 65% of police forces.

One piece of advice if you do download the app, is to make sure you can reach your phone if, heaven forbid, you have an off. I'm thinking of a colleague of mine who went through a hedge, ending up laying head down at an angle of 45° with his arms trapped by his side in the vegetation. While out riding my bicycle I stopped and used the what3words app. The resulting screenshots can be seen on the next page.:



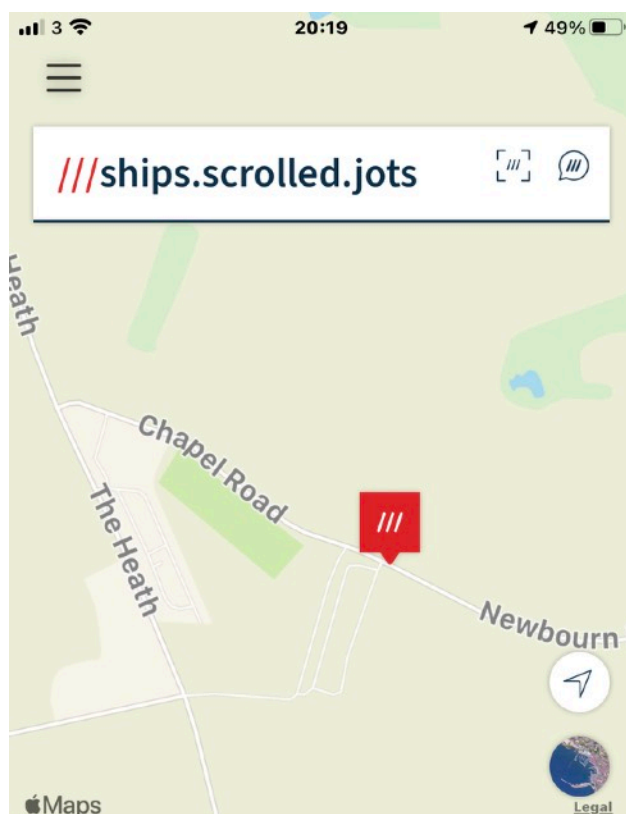
♥ Saved to Favourites Change

🏷 Add Label

📄 Share

📍 Navigate

★ Saved



♥ Saved to Favourites Change

🏷 Add Label

📄 Share

📍 Navigate

★ Saved

The text sent with the app –

Here is a precise what3words address, made of 3 random words. Every 3 metre square in the world has its own unique what3words address.

<https://w3w.co/ships.scrolled.jots>

Imbo a must have. Ed.

PS if you have an iPhone, with iOS14, you can display the app as a 'widget', so you don't even have to look for it on your screen.

The Last Laugh Word

My thanks to our coterie of regulars: I never cease to be amazed at the variation of articles that pop into the mind of our authors. Do you have an idea you would like to share? I, for one, would really like to hear it.

During our last committee meeting the term 'skill slide' emerged. I'd never heard it before, but it captures in two words my concerns about getting back on two wheels after such a long time. Methinks it's OK for the lifelong riders, they just hop on their bikes and, within whatever distance, they are back as one with their machine. But for the born-again like me, adjectives like apprehension and trepidation creep meme-like into the subconscious. Then last night on the news, a government official of some sort provided a definition of 'local' in relation to where we might be allowed to travel under the latest guidelines. "There and back in a day, no overnight stay." Seems a good definition and easily adhered to, so, with the last warm day before Easter I'm off. Bike POWDER'ed, me, not so sure. I could hardly believe it, as I approached the first junction for a right turn, gear is correct, looking left, right & behind, feathered clutch and rear brake, etc., it all came back. I'm so chuffed. OK, I know I made mistakes (like I always do), but I could recognise quite a few & I will get a tutor friend to help rub down the rough edges. Only one thing really dogged me and there is no cure - arthritis, particularly in my right hip (too much squash and golf) and I could find no comfort. After a couple of hours I'm back home and wondering how in hell will I make Ripon - 5 hours! I know, I'll give exercise a go, maybe pilates will help loosen me up.

Do you have a story to tell about returning to two wheels after so long?

It's very lonely sitting here so any response would be most welcome. [Colin](#)

