

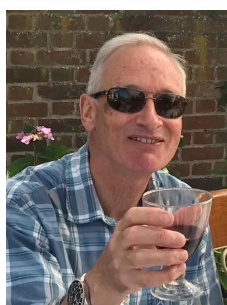


Suffolk Riders



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August. The very name conjures up images of lazy days in the sun. Not this year – grey skies and showers have been more common than sunshine. What has this got to do with Suffolk Riders? Well traditionally September is the month when children go back to school and motorcyclists go

touring in what is left of the summer. Ten of us are off to Wales next week, mainly the group that had hoped to be riding Alpine passes and the majestic Dolomites. At the moment the weather forecast is promising, and people are queueing to walk up Snowdon (which we must now learn to call Yr Wyddfa), but I'll be packing full waterproofs...

After that the Copcock Show - now renamed the East Anglian Copdock Show – will be held on Sunday the 19th. A big thank you to all who have volunteered to help park the cars – we have a good number already, although more are always welcome – but if you can help man the Club stand for a couple of hours please let me know at chairman@suffolkriders.co.uk, especially if you have an interesting bike to show on the stand. The Copdock Show is one of our best

sources of new members, so the more of us on the stand to talk to passers-by the better. Our five trainee tutors - Clare, Ian, Martin, Richard and David – are coming to the end of their training, so it would be great if we have some new members for them to teach.

We had our first Club night for 18 months in August, an open evening at TTT motorcycles in Sudbury. If you haven't been there recently, give them a try. They have a warehouse full of interesting bikes to look at as well as doing cooked breakfasts, and they sell helmets and clothing at attractive prices. It was great to catch up in person with members old and new - thanks to David Wood and Tim Elms for organising it. This month we are having a proper Club night at Needham Market on Monday the 27th – come along if you can, meet up with your mates and bring a guest with you too.

My elder son has just come back from three weeks in France, visiting his partner's mother who lives there. He tells me it was full of Dutch and German tourists, but almost no Brits. He thinks the cost of PCR tests and the uncertainty about sudden changes in the rules has put off most would-be travellers. Within the EU there are no such issues. Let's hope the situation is more 'normal' next year, I can't wait to get back to riding in Europe! *Safe riding. Phil*

August Events

Group Night at TTT Motorcycle Village.

I must have entered an incorrect letter on the satnav of the wife's car as I arrived late, in the end using the super [Waze](#) app on my phone. The light was fading and approaching the entrance I could see only two bikes outside, but walking through the front door, there were many familiar faces of those who usually attend club nights. Of course there's a huge carpark at the rear. Terry B also had satnav problems, arriving after me with his friend Geoff B on an [MV Turisimo Velose](#) (quite a machine). All were sitting around Ben Platt (manager I think) holding forth on the creation of the Sudbury branch. I learnt later from Tim E that the owner of the company wanted storage for his [London](#) operation.

Seeing the Sudbury site for sale, he put in a bid and later found out that he had won. When he went to look at the building, he thought it would make a good sales venue. After Ben finished his talk, he then showed us around, very interesting, then leaving us to wander. It was so pleasing to see members I



Ben Platt
TTT Motorcycle Village

could recognise and shake a few hands: it was *almost* like the last 20 months never happened. *Ed.*



Suffolk Riders get discount



Terry B, also had
satnav problems!

Stephen W

Geoff B
(followed Terry)

Fish 'n Chip Run to Long Stratton – 4th August



3 DAY SUFFOLK RIDERS WELSH BIKE TRIP TO BEULAH, LLANWRTYD WELLS -

Graham Kayley

Having recently changed my bike to a new 2021 model Triumph Bonneville Troo, this trip was an ideal opportunity for me to get acquainted with my new acquisition. I loved my previous bike a BMW R1200R Sport, but found that the riding position was aggravating the arthritis in my hip. No such problem with the Triumph, the ergonomics of the riding position suit me perfectly. My only complaint is that the seat lacks comfort, which I am in the process of addressing. Please excuse me while I get my soap box out, a comfortable seat is a prerequisite requirement for a bike, so why do manufacturers sell bikes with the option of an expensive "comfort seat" which may or may not be much different in comfort to their standard offering which may feel like sitting astride a bag of Ribble cement after an hour or so. Also, a centre stand as an additional extra on a chain driven bike, what is all that about?

Anyway, back to the trip, 6 riders met up at Tesco Bury St Edmunds at 8.00am on Tuesday 17th August for a cross country route planned by the organiser, Keith Gilbert, many thanks to him for pulling this trip together. The first couple of hours riding was in heavy rain, so much for the forecast of light showers! After an excellent breakfast stop and a couple of tea stops and around 230 miles travelled, we arrived in two groups at our accommodation, the Trout Inn, Beulah. Our host Dave did a splendid job of looking after us and I have no hesitation in recommending it as a place to stay. A pub with accommodation, good food and a petrol filling station next door, what more could you want?

Wednesday saw us split into groups, John Walden and I rode together finding some excellent biking roads in the area. Two standout roads for me were riding the Elan Valley and upon leaving that, picking up the mountain road towards Aberystwyth. I was enjoying the riding so much that I forgot to stop and take photos, but there is my excuse to go back and revisit these routes and discover more excellent biking roads. Fortunately, the weather was kinder to us that day and on our return journey on



Chris on his S100RR
Complete with backpack!

Thursday, only a light shower so it doesn't always rain in Wales.

Attached is a photo of the Bonnie which as well as looking good, sounds great with standard pipes, I just need an additional accessory, a self-cleaning button.

Welsh Twisties and aching Wristies – John Walden

“I feel it in my fingers, I feel it in my toes”. Recognise these lyrics? They are from [a song originally by the Troggs](#) but covered more recently by the aptly named group, Wet, Wet, Wet.

I think this should be my theme song as, never seeming to have got the hang of getting the right waterproofs, I do “feel it” (wet) and not just in my ‘fingers and toes’.

A few weeks ago, Keith sent out an invitation for a couple of nights away at Beulah in Wales. Do I want to go? Yes, please but haven't I always had wet experiences of trips to Wales? Yes to that too and surely it must be my time for a dry one.



Well, the day arrives, 17th August and I am on my way to Bury for an 8am departure. Isn't that spits of rain on my visor within 3 miles from home? Of course it is.

There are 6 of us for the trip, Keith (BMW 1200GS), Mike, (BMW S100XR), Chris, (BMW S100RR), Dave (Honda 1000 Africa Twin), Graham, (Triumph Bonneville T100) and me, (BMW F700GS)

It's now a steady drizzle and Dave says, with much authority, “It's only light and will soon

pass”. Well, Dave is from Norfolk, so is fluent in talking “[Squit](#).” So, unlike the others I decide to don a one piece oversuit over my ‘waterproof’ textiles and nylon/plastic overboots over the top of my ancient leather boots. My fellow riders smiled at me doing this, but I too am a Norfolk boy and equally able to talk ‘Squit’. “ You will all thank me for putting all this stuff on because it will make the rain stop,” says I.

About 2 hours later 3 of us arrive somewhere in Buckingham for a splendid brekkie: and, no, it didn't stop raining in all that time.

“3 of you?” I hear you ask. Yes, then there new fangled Twat Navs obviously aren't all the same, so when Mike, Dave and Chris got separated, they ended up going to Newport Pagnell before arriving at the brekkie stop just as Keith, Graham and myself were setting off again. We probably would have left before they arrived but I had to wrestle into my oversuit again.

We left them to have a bite to eat and we 3 set off again. Now, I am both tight and a bit lazy. ‘Nat Savs’ seem too expensive to me, so lazily I



Chris packed only the essentials.

latch onto someone who knows where they are going. In my defence, I did have a written version of the route that Keith kindly provided, and an up-to-date road atlas just in case I got separated. When I do trips on my own I seem to manage OK.



Dave on his Africa Twin

We had another couple of tea stops and Graham led for a 'brief' spell until *his* Sat Nav wanted to alter the route. (No boys, you really aren't selling these things to me!)

Finally, near to 5pm, we arrive at 'The Trout', B&B and pub with that 'longing for a pint' feeling.

The Trout is a fine 'biker friendly' place with excellent food and spotless large rooms. Graham and I shared one that had 4 single beds, I suppose just in case we wanted to play 'musical beds' at any time.

On Wednesday we had different ideas of what to do. Graham and I went off to ride the Elan Valley and 'mountain route' toward Aberystwyth. I risked leaving

off the oversuit today and apart from a brief spell through the low cloud, it remained dry. At Devils Bridge we headed south on the lovely swoopy B4343 to Lampeter for tea and pasties. Using a paper map we planned our shorter return route to Builth Wells for a final cuppa before getting back to The Trout.

Another lovely meal that evening and in recognition of the place, I had the whole Trout as my main course. (they did remove the head for me as I hate being stared at, as I am a bit of a messy eater.)

We had an early breakfast, as suggested by Keith, to enable us to get on the road and allow the SAT NAVS to send us wherever. Major road works near Worcester separated Graham and me from the others, so 'we' sent them a 'Whats App' (eh??) to let them know we were OK and we would just make a direct route home.

I got home just before 5pm again and soaking in a hot bath reflected on a great time with good company and some funny moments.

I headed this piece 'Welsh Twisties and aching Wristies' and here's why:

I have owned my 2013 BMW from new and always suffer with left wrist pain on long trips. The clutch action is, and always has been, very heavy, even in comparison with my old Brit bikes. Graham has a brand new Triumph Bonneville T100, and, despite this also being cable operated, has the lightest clutch action I have ever tried. This made me determined to do something with mine. [Motorworks](#) do a hydraulic



operation conversion kit. It looks a simple fitting job, but I thought the £320 price a bit much. I remembered seeing a gismo that Trials and Motocross riders fit in-line with the clutch cable so googled '[Motorcycle Clutch lightener](#)' which produced lots of options. I bought one for £17 and hopefully have attached a photo of it.

Like everything there are downside to adding stuff to a stock bike and in this case it is , a) ugly and b) it adds about 6 inches (oo-er madam) to the cable length so a slight re-routing is required.

Does it work? Yes, it most certainly does and even appears to make the previous difficulty in selecting neutral from a standstill much easier.

Perhaps this is not known by some members and may be worth a thought.



Clutch Lightener

Welcome!

A warm welcome to a new member who joined in July. We hope to see you at club nights, group training and social rides. From experience, it can be a little daunting to join an established organisation where members have known each other for some time. Why not start with the group training rides, introduce yourself to likeminded members, learn from experience riders as well as other associates and just enjoy yourself. Perhaps you might even be tempted to write a short biography for this newsletter, so we can learn a little more about you. *Ed.*

Ian Caper, Philip Gill, Stuart Lee



A very 'well done' to **Andy Branch** and **Karen Peters** who have all passed their test, achieving gold and silver respectively, and to **Andrew Rouse**, who took his 3-year test, achieving a silver pass.

September Events

Events Sub-group offerings for this month.

All events are logged in the club's [calendar](#) on the website.

Hone your riding skills with comments from fellow riders on the Group Training Ride - from Beacon Hill to Felixstowe [Viewpoint Café](#). Sunday, 12 September 09:00 – 12:30

This will be the last Fish & Chip Run this year to [Yates Fish Bar](#) at Walton-on-the-Naze.

Wednesday, 15 September 18:00 – 21:00

Reminder emails inviting you to participate will a week or two before should appear in your in-trays.

Of course the East Anglian Copdock Show – fingers crossed!

Sunday, 19 September

Finally, put a note in your diary for club night on the 27th September. Details are still being finalised and when complete we will put out an email and update the club's calendar.

Next we have photos from Rovaniemi (over 2000 miles from Stowmarket), which straddles the Arctic Circle and is the capital of Lapland, home to Santa Clause. They are travelling on to Norway and I'm guessing will head for somewhere by Norwegian Sea.



1935 Japanese machine built under license from Harley Davidson



Watch out
there's deer in the road!



Ace Corner Cafe



Better than adding a top box.



Santa in Lapland



Bus used to
transport tourists.



The story of Jarno Saarinen is sad. If you would like to find out more visit this [website](#). He died on the 20th May 1973 at Monza. All his bikes will displayed in the Finish Ace Café's museum next year. Twice the past Brian & Jason have regaled us with a slide show of their adventures. Here's hoping for a third. *Ed.*



Essex Fire Bike Team advanced machines skills course - 25th July 2021 - Martin Chester

I attended the Essex Fire Bike Team advanced machines skills course on the 25th July.

The course is based on a report called the Hurt report which was

Described as "the most comprehensive motorcycle safety study of the 20th

century." The study was initiated by the [Department of Transportation's National Highway Traffic Safety Administration](#), which contracted with the University of Southern California Traffic Safety Center — the work was ultimately conducted by [USC professor Harry Hurt](#).

The Hurt report concluded that the main 3 areas of motorcycle accidents which could be avoided are Swerving, cornering and braking.

The first lesson of the day was to teach everybody to pick up a bike that had fallen over, the reason for this became apparent during the day as 5 people dropped their bikes!

Based on the Hurt report first part of the day concentrated in low speed manoeuvres and learning how to swerve as well as practices that involved only using the rear brake.

The tutors also went into a little physics and showed us how a wheel turns and only really falls over when it stops turning, I'm sure there may be other reasons but we got the gist of the physics.

We then went into cornering techniques, avoiding target fixation and WYLIWYG (Where you look is where you go)

After some fun cornering practice we then went onto emergency stopping, this was really about testing our bikes ability to carry out an emergency stop and I must say the stopping ability of my bike is so much more than I ever imagined!

The whole day was great and I got a lot out of it. Thankfully I didn't drop my bike and ride away with a lot more confidence in my ability and the capability of my bike.

All in all a highly recommended day. As I work for Essex Fire I will try and get advanced notification of the next courses.

It may be ME just being dim OR old age ! – Terry Beales

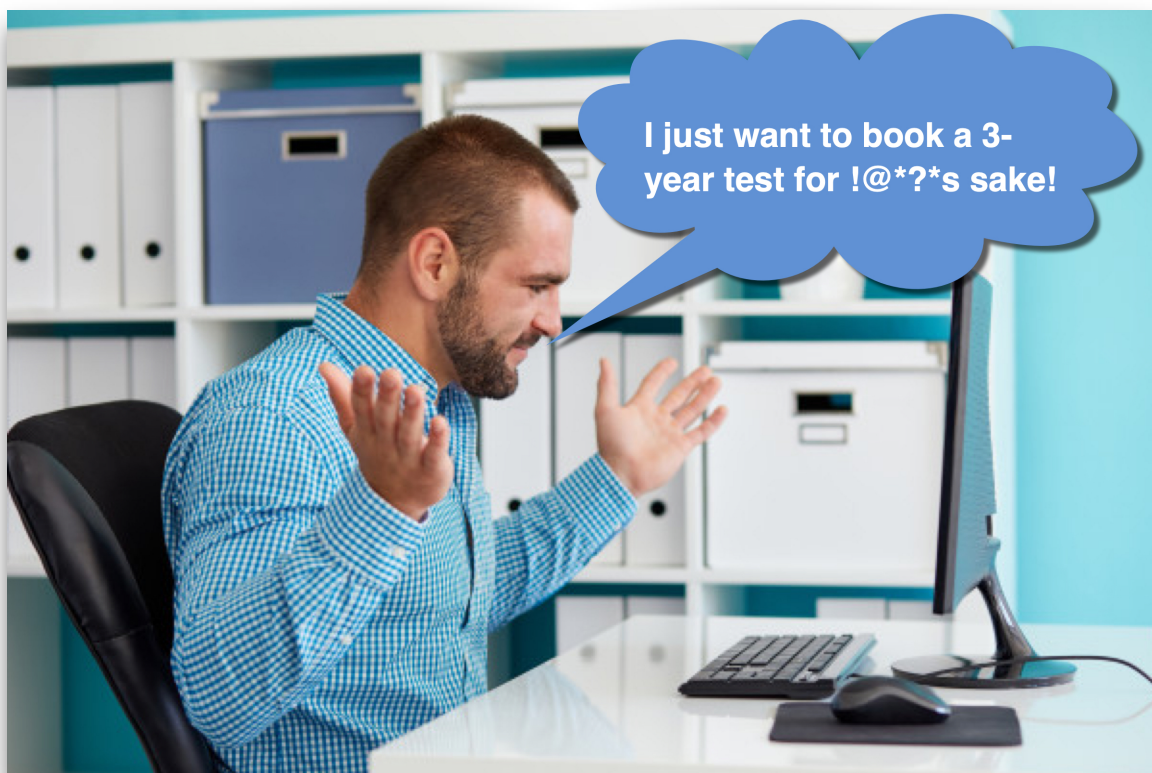
I joined RoSPA (Bury) in 2009 and passed my first test in the August (2009). Every year since I have paid my membership in the October (goodness why) with NO problem. The years passed and also four tests (last one in August 2018). Stephen Worrall (bless him) duly informed me in April that my retest would be due in August and to contact him with the results. So far, so good. On the 23rd June I received an e-mail from RoSPA HQ reminding me that my membership was due, and a hard copy would follow in the post, so thinking that I was OK until October, I thought no more about it. NO HARD COPY arrived ! When June's "Care on the Road" came through the letter box, I was reminded to e-mail RoSPA for a test date, which I did on the 5th July. The reply stated that I would be contacted in 5 – 10 days. – NOTHING, NADA, ZILCH. – So I phoned at around 11am, and what did I get ? A recorded message stating that they were open 9 till 5 !! Hang on, it's 11:00 (*expletive deleted*) am.

I happened to be speaking to Keith G who told me that several members were having trouble with test dates (Covid ?).

August's "Care on the Road" arrived and I began to wonder again about my test dated. So, on the 11th August I tried phoning H.Q. After three failed attempts I finally spoke to Rebecca (very helpful) who volunteered to e-mail me a test application form. Wow we are NOW getting somewhere . Yessss she did send the form (16 questions to fill in), BUT she also informed me that my membership had run out on 21st July and that (naturally) I would have to renew before my test date could continue.

When using the link that Rebecca gave me, I found things had greatly changed and, eventually: I paid up and applied for the test, technology ! ! I have to ask myself, why was I not given this info in the first place? A note is now in my diary to pay my membership next June / July.

So here I await a test date , it's lonely sitting here ! !



The Last Laugh Word

Many thanks to this month's contributors, the new and the regular, you make my job enjoyable.

I mentioned in the piece on club night that I arrived in my wife's car. The reason, for several months now I've been unable to ride my bike due to health reasons (osteoarthritis in my hip). I'm unable to sit in the saddle for more than about 15 minutes. I can walk slowly with a stick, and the pain killers are a big help. It must be 4 months since I went on the 'Hip and Knee Pathway' (I think that might be management talk for a queue), and have yet to see an expert at a hospital. Looking ahead, I don't see any change in my condition until, perhaps, next year. I've enjoyed every part of my Suffolk Riders experience, but not riding has knocked the heart out of that enjoyment, and so, I've decided to step down from the committee at the AGM, and will probably remain in the club as a non-riding member for one more year. So to the punch line, do you see yourself as communicator for the club? A webmaster or newsletter editor? The website was built using an excellent plug-an-play system from [Wix](https://www.wix.com/). I hadn't produced a webpage for something like 10 years, but it was easy to learn (for a reasonably technically competent person); taking me about 3 - 4 months to build a site to match Jon J & Ben F's ideas. Of course the current site requires only maintenance, but to keep it fresh it needs new ideas with someone to implement them. You would also acquire a valuable skill. The newsletter is a very different kettle of fish. Originally a Ben F idea to replace the plethora of emails, I turned it into a way of showing the membership what we did besides raising riding skills. And, of course, the emails remained the best way, in terms of response, to communicate the membership. One super benefit of being editor is the contact with members across the club. You might even consider going in a different direction, perhaps a 'blog!' The reason I volunteered back in 2017 was to give something back as a thank you to those who gave freely to me. Would you like to give something back? If you are interested, you can contact me by email or phone and I'd be happy to answer any of your questions.

Otherwise it is lonely sitting here! *Ed.*



