



Suffolk Riders



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Covid-19 Update from RoDAR.

Following the recent government announcement it is unlikely that we will be able to resume tutoring or testing for cars or bikes prior to April 12th, we are in close contact with the DVSA and we will receive further updates closer to the time.

Anyone who receives an automatic retest notification should still book through the online portal to ensure you can retain your last test result, and so that your retest can be booked as soon as it is safe to do so.

Group activities. In England, while people will be allowed to meet outside within the “rule of six” from March 29, the advice at that point will still be to stay local as much as possible, and we would therefore advise against group ride-outs until at least until April 12 when the restrictions are due to ease further (although the rule of six will still apply outdoors and groups won't be allowed to meet indoors, with limited exceptions).

From May 17, people should be able to meet in groups of up to 30 outdoors, or of up to six indoors, representing another opportunity for group activities to resume, although we understand that social distancing could still be required. From June 21, with all legal limits on social contact due to be removed, we anticipate that all group activities will be able to

take place without restriction. Please note, the dates above are subject to change by the Government depending on how the easing of restrictions goes in the earlier stages.

For any other questions, please see the FAQs section of our website at [RoSPA Advanced Drivers and Riders | About us | RoADAR](#)

Please do liaise with your Regional Coordinator and or Regional Senior Examiner where appropriate to do so.

With spring just around the corner, we very much hope that groups will be able to get out and about to enjoy the improving weather over the coming months but we'll continue to be led by official guidance. In the meantime, stay safe.

Best wishes, *Amy*

2021 Events

For Race Aficionados – The 2021 Race Calendar – David Wood.

Date	Race	Circuit	Country
14-Feb	MotoGP	Shakedown Test	
19-Feb	MotoGP	Sepang Test	Malaysia
10-Mar	MotoGP	Qatar Testing	Qatar
28-Mar	MotoGP	Losail International Circuit	Qatar
11-Apr	MotoGP	Termas de Río Hondo, Santiago del Estero	Argentina
18-Apr	MotoGP	Circuit Of The Americas, Austin, Texas	USA
23-Apr	WSBK	Assen	Netherlands
23-Apr	Cookstown 100	Road races	Ireland
30-Apr	Tandragee 100	cancelled due to Covid-19 crisis	Ireland
1-May	BSB	Oulton Park	UK
2-May	MotoGP	Circuito de Jerez - Angel Nieto	Spain
7-May	WSBK	Estoril	Portugal
8-May	Spring Cup	Scarborough	UK
11-May	North West 200	Road races	Ireland
16-May	MotoGP	Le Mans	France
21-May	WSBK	Aragon	Spain
28-May	Isle of Man TT	CANCELLED	UK
30-May	MotoGP	Autodromo Internazionale del Mugello,	Florence Italy
4-Jun	BSB	Thruxton	UK
6-Jun	MotoGP	Circuit de Barcelona-Catalunya, Barcelona	Spain
11-Jun	WSBK	San Marino Marco Simoncelli circuit, Misano	Italy
18-Jun	BSB	Snetterton 300	UK
19-Jun	Kells Road Races	Road races	Ireland
19-Jun	Barry Sheene Classic	Scarborough	UK
20-Jun	MotoGP	Sachsenring	Germany
26-Jun	Munster 100	Road races	Ireland
27-Jun	MotoGP	TT Circuit Assen	Netherlands
2-Jul	WSBK	Donington Park	UK
3-Jul	Skerries 100	Road races	Ireland
9-Jul	BSB	Knockhill	UK
10-Jul	Race of South	Walderstown, Road races	Ireland
11-Jul	MotoGP	KymiRing	Finland
12-Jul	Southern 100	Billown	IoM
17-Jul	Faugheen 50	Road races	Ireland
23-Jul	BSB	Brands Hatch GP	UK
31-Jul	Race of Legends	Armoy	Ireland
31-Jul	Oliver's Mount Festival	Scarborough	UK
6-Aug	BSB	Donington Park National	UK
15-Aug	MotoGP	Red Bull Ring – Spielberg circuit, Styria	Austria
20-Aug	BSB	Cadwell Park	UK
21-Aug	Classic TT/Manx Grand Prix	Road races	IoM
22-Aug	Manx GP Practicing	Road races	IoM
28-Aug	Manx GP Racing	Road races	IoM

29-Aug	MotoGP	Silverstone Circuit	UK
3-Sep	WSBK	Magny-Cours, Nevers	France
10-Sep	BSB	Silverstone National	UK
12-Sep	MotoGP	MotorLand Aragón, Teruel	Spain
12-Sep	Scarborough Gold Cup	Road races	UK
17-Sep	WSBK	Barcelona	Spain
17-Sep	BSB	Oulton Park	UK
19-Sep	MotoGP	San Marino e della Riviera di Rimini	Italy
24-Sep	WSBK	Jerez	Spain
1-Oct	BSB	Donington Park GP	UK
1-Oct	WSBK	Portimao	Portugal
3-Oct	MotoGP	Twin Ring Motegi	Japan
10-Oct	MotoGP	Chang International Circuit	Thailand
15-Oct	BSB	Brands Hatch GP	UK
15-Oct	WSBK	Villicum	Argentina
24-Oct	MotoGP	Phillip Island	Australia
31-Oct	MotoGP	Sepang International Circuit	Malaysia
12-Nov	WSBK	Mandalika	Indonesia
14-Nov	MotoGP	Circuit Ricardo Tormo, Valencia	Spain
18-Nov	GP provisional		Macau
TBC	WSBK	Phillip Island A	Australia

Social Rides - David Wood

Given the encouraging news that over the next few months the rules on social gatherings are being relaxed, we are planning how to match club events to the government timetable (*it's not a road map!*).

During the initial 'rule of six', we shall again be organising a variety of runs with a maximum of six people in each group. These will start and finish at different locations with destinations where we can grab some take away light refreshment. They will start weekend of 17th / 18th April so make a note in your diaries now. As before details will be announced and you will be invited to sign-up to a particular ride on a 'first come, first served' basis.



A month later, from May 17th, we should be able to organise bigger groups of riders starting and finishing at the same locations. However, indoors we shall still be restricted to a maximum of six people sitting together for breakfast as a group. Then, hooray, from June 21st, we shall have a more normal programme of rides and destinations through the of the year. Our small 'ride-outs' team is always keen to go to new places and so if you have any suggestions please send them to [me](#).

So, all together now, join in with [Willie Nelson](#) - "On the road again Just can't wait to get on the road again." Looking forward to seeing you soon. *David Wood*

EGM Update from the Committee and Appeal for Volunteers to join

To keep you all updated as to where we are with nominations for the Committee for the EGM on 22 March, the members below have agreed to stand for Committee roles as follows:

Phil Sayer – Chairman

Chris Austin – Secretary

Jeff Martin – Treasurer

Stephen Worrell – Membership Secretary

David Wood – External Events

Two current committee members, Tony Butler (Training Officer) and Colin South (Web Master) will continue in their current roles.

We have a further vacancy for a committee member to handle publicity and social media. If you would be willing to help, please let any of the Committee know, or send an email to committee@suffolkriders.co.uk.

Suffolk Riders Committee.

An introduction from Phil Sayer, currently nominated for Chairman of Suffolk Riders.

As I am sure you are aware, Suffolk Riders is holding an Extraordinary General Meeting on 22 March to elect some new Committee members. The current Chairman, Chris Patten, and three other Committee members have resigned and we need to fill their vacancies. I have agreed to be nominated for the role of Chairman, so I thought I would write a few words about who I am and my vision for the Group.

I have been a member of Suffolk Riders since it first started as a separate group. It was Easter 2009 when I went along to the Bury Motorbike Show at the back of Greene King Brewery and started talking to Paul Newman on the RoSPA stand about positioning through bends. He persuaded me to sign up for a try-out ride with Ray Spreadbury at Rougham Airfield. I joined what was then the RoSPA RoADAR Suffolk Car and Bike group and Ray became my tutor, and took on the challenging task of sharpening up my very rusty riding. When a couple of years later the group decided to go it alone, I helped to arrange a donation from the Copdock Classic Motorcycle Club to set the new group up financially. Later on I decided to train to be a RoSPA tutor as a way of giving something back to all the tutors who had given up their time to teach me to ride more safely; I've now been a tutor for the last 6 years.

I started riding bikes at 16 on a Royal Enfield Crusader Sports. In my twenties I rode to work every day on a Honda CD 175. After a break of some years I started riding again in my 50s. For 8 years I was the Secretary of the Copdock Classic Motorcycle Club, which puts on the annual Copdock Motorcycle Show every October. Over the years the Copdock Club has raised over £500,000 for mainly local charities and other good causes (including Suffolk Riders), and I am proud to have been part of it. After a Triumph Bonneville and two Tiger 800s I now ride a BMW R1200 GS. I love touring on my bike; in recent years I've organised SR trips to the Millau bridge, the Picos and Pyrenees mountains in Spain, the Brno Moto GP in the Czech Republic, and last year to Northumberland, when we had to postpone our planned trip to the Dolomites.

I've been on the Suffolk Riders Committee for the last year as the member for external events and a member of the events organising sub-group. I think that Suffolk Riders has done a great job over the last 10 years to help train riders of all ages (including me) to ride more safely, and I feel strongly committed to help the Group to survive and thrive. So when I was asked to stand for the role of Chairman, I said I would do my best to help. I certainly can't do it without the help of every member of the group whether they are on the Committee or not. Suffolk Riders is primarily a training organisation, committed to work with anyone who rides a bike to help them be a better rider, and in my view that should certainly be our top priority going forward, to both train riders and prepare them for the RoSPA test. It is also great to be part of an organisation where you can meet up and ride with like-minded people, and then to socialise with them at the end of the day's ride, or on a tour. If I am elected as Chairman I look forward to working with you all to make Suffolk Riders even more successful in the future.

Member's Forum

First Ride to Asia – Part 3 – Brian Carter



We made it to Van later than expected and hotels were available with parking on the pavement, we finally found one with reasonably secure parking, it wasn't exactly the Ritz. There was a nice restaurant in town and I think we managed to find a beer. During the night I came down with the dreaded "Delhi Belly" which was not that convenient with the Turkish squat type toilets. The following day was not that enjoyable and we only travelled from the eastern side of the lake to the west and stopped in Tatvan which is also a lakeside town.

We were now heading through hill country; it was pleasantly warm with very nice scenery and very little traffic on the smaller roads. I had found a hotel in [Malatya](#) before leaving home, unfortunately when we arrived it had closed down. We easily found one in town and stayed. We were informed that Malatya was the apricot capital of Turkey and also Turkey was the largest producer of hazelnuts in the world. The following day was spent exploring the markets and backstreets where we met some really interesting and mostly very happy characters and saw some nice architecture. The town had a certain buzz about it much more than the eastern towns, and I guess there is a very good reason for that.

[Cappadocia](#) in Central Anatolia was our next destination, this is the area where the rock formations are of unusual shapes and textures, and people still live in some of the caves that have been formed over the centuries from the rocks. We booked into a less extreme version of a cave hotel, and it had all the conveniences of any other hotel. We did the usual touristy stuff, I couldn't pluck up the courage to take a balloon ride over the region, I am not good with heights which is the best way to view the area. I do remember Helen finding a swimming pool in the hotel opposite, one has to do ones best to keep the pillion happy. Two very enjoyable days were spent there before once again hitting the road.





Canada Hotel

Onwards we travelled and the roads and scenery varied from excellent to boring, although I was using smaller roads their condition was nearly always good. We arrived at the Canada Hotel and booked in, the room was clean and simple just what we needed for a few days; it's named the Canada Hotel simply because the



Bike washing handyman

owner's wife is Canadian. The hotels handyman saw my bike and immediately offered to wash it down, as you can imagine it was looking a bit dusty, I told him it was ok and to leave it. We came back from the beach one lunchtime and he had washed, did a good job actually, I wanted to give him some cash but he refused I gave the owners wife some money and she promised he would get it. We visited Olympos during the day and Chimera at night, this is a place in the hills where there are flames burning constantly,

apparently there are underground supplies of gas. There's lots to tell of all our stops but I don't want you falling asleep. Most afternoons were spent in hammocks strung between the trees in the garden, take a book; start to read; fall asleep – it was so comfortable. As it was some way to the nearest town, we ate at the hotel every evening and the food was a mixture of Turkish and western always tasty.

One of the conditions I had to fulfil for my wife, was we would spend some time near a beach so she could relax and prepare for the journey home, it's tough being a pillion on these long motorcycle trips as some of you will know. I had found a small hotel within walking distance of the beach on the internet before I left.



Beach at Canada Hotel

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Flames - Chimera

It was time to start the journey home, we decided on using most of the coast road rather than going inland I can't remember why, it wasn't a bad decision and we enjoyed stopping for the chai and seeing



the looks on some people's faces when we removed our helmets and they saw how old we were. Chai is an acquired taste and I definitely acquired it, drank gallons of the stuff. We stopped in [Selcuk](#) which is south of Izmir a holiday resort favoured by English holidaymakers. Next morning, we set off and soon found a motorway avoiding the small coastal resorts, continuing north we arrived at [Canakkale](#) where we crossed the Dardanelles on a ferry that ran every hour or so. This area is of great historical significance especially to Australians and New Zealanders, we decided not to visit the Anzac memorials, if you know what happened it isn't necessary to see all memorials. And anyway, we had made the decision to attempt to cross the border and stay in the hotel we used coming down at

Alexandroupolis, it would be a long day but we were

prepared for that. Arriving at the Turkish border it was much busier than when we had crossed almost three weeks earlier, it was Friday and we presumed people were having a weekend break in Greece. I followed the queue of traffic stopping where I thought they had, and presented all my documents and our passports at the booths everything was going smoothly until we reached the final booth, I handed everything I had amassed to Mr Customs man and immediately his arms were waving and he was shouting at the top of his voice in Turkish, naturally I understood every word. We thought maybe it was connected with the incident on the bridge over the Bosphorus then when he picked up the red phone – oh shit, I have heard all about Turkish prisons! I finally realised one piece of paper was missing and we would have to go back to the other offices. I turned left in the direction of Turkey, it was the start of the holiday season and the Turkish guest workers from all over Europe were returning to their homeland, I didn't look as we trundled past everyone waiting but I am sure we were getting some strange looks. I then returned to the offices for leaving Turkey and I had passed one without stopping, one small piece of paper and Mr Irate was the happiest man in the world. We moved on to the Greek customs which was also busy but we were soon through and on our way. I pulled up at the hotel walked in and the same person was on reception and again a deal was struck, we were happy bunnies a long and eventful day that left us with many memories especially the kindness of the Turkish people we had met.

Next morning, we left quite late intending to have an easy ride to Igoumenitsa using some motorway and some of the original road. After a relaxing ride we arrived at the ferry port around six o'clock, I thought as there were still some shipping agents open, I would book a ferry before finding a hotel. The first agent we tried said he would contact the captain of the ferry coming



from Patras, he used the phone spoke in Greek and when he came off the phone, he told us we could catch the ferry coming from Patras that night and that it would dock in Ancona mid-morning the following day. I have no idea whether he spoke to the captain or his mother, we were booked on a night ferry with a cabin and food, result. I love watching the Greek ferries discharging part of their cargo in the late evening sunlight everything just seems to emerge all at once. The ferry just drops it's loading ramp on the dockside, no inching into position like most ferries, maybe the Adriatic isn't tidal I don't know but I bet Mr Google does.



After a good night's sleep, we left the dock area at Ancona and proceeded to find a road going north, eventually we were on our way along with half of Italy, trying to go to the toilet at rest areas meant queueing for fifteen to twenty minutes, then we realised it was Sunday and the start of the holiday season. That night we stopped in Alessandria, by the time we had spruced up and consumed some food and drink we ready for some shuteye. We were now in let's get home mood, at least Helen was, and we cracked on through the Mont Blanc tunnel into France stopping at Dole. The plan was to get to St Quentin the next evening, using mostly Autoroutes and on the long legs of the Pan we were in St Quentin by late afternoon. "Let's go to Calais and see what transpires", which we did, it was windier than usual and Helen said can we try to use Eurotunnel, being Eurotunnel virgins, we thought we may as well finish with another new experience. I found the departure booths, rode up and asked if it was possible to get a train to England, of course came the reply, oh excellent thank you and the price, HOW MUCH!! "You should have booked on line sir," replied the operator. Naturally I paid and we were on the next train and back home in Suffolk almost four weeks to the day from when we left for our little adventure. I have been to central and eastern Asia three times since that first visit and I still find it a fascinating part of the world, having said that I really must try to ride in the Americas before I am too old to get my leg over.

STRETCHING YOUR LEGS AFTER LOCK DOWN - Keith Gilbert

Eight day-rides, plus one weekend ride, suited to small groups with up to four riders of similar ability. Full day rides all have been ridden with routes attached. Outward journey only, which can be reversed or find an alternative return route, e.g. Aero Café, Goodwood – you can return by motorway or part motorway.

ROUTE 1 – [FOOD STOP CAFÉ, QUATFORD](#) – 185 MILES – Number 11 on club's [website](#).

This is a regular bikers' café. Food okay and reasonably priced. Halfway stop on A5 at [Super Sausage](#) (waypoint 6) or [Jacks Hill Café A5](#) (waypoint 7), Jacks Hill quicker service. My choice of return is up to Bridgnorth then the 'B' roads back down through Kinlet – Bewdley – Stourport – Worcester. A44 across Cotswolds to Chipping Norton – Aynho – Buckingham A421 – A428.

ROUTE 2 – [CAFFEINE & MACHINE, ETTINGTON](#) – 125 MILES – Number 12 on the club's [website](#).

Mainly a petrol heads café but we have met motorcyclists there. See website for full details, as at the weekends booking is required.

Food excellent. Seems expensive but well worth it. Ideal lunch stop.

We return via Fosse Way – A425 – Southam then the unclassified road across to A5 Towcester A421 – A428.

ROUTE 3 – THE THREE CAFÉS – CIRCULAR RIDE – 263 MILES - Number 13 on the club's [website](#).

This is a nice ride mainly rural roads and taking in the Lincolnshire Wolds.

Originally we used Byards Farm Café as café 1 which some thought was too far and too close to the second stop, therefore you have a choice [March Hare Café](#) at Corby Glen which is 100 miles from Bury St Edmunds or Byards which is 116 miles. [Willingham Woods](#) is a bikers' meet (tea hut and toilets), the second stop and the [Bubblecar Museum](#) which is the third stop. Worth going into the museum. Good tea and cakes and toilet.



ROUTE 4 – [OIL CAN CAFÉ, HOLMFIRTH](#) – 183 MILES – Number 19 on the club's [website](#).

The Carding Shed Museum. This houses a large collection of classic motorcycles and cars plus all sorts of antiques. The café is part of the complex.



The Carding Shed – Holmfirth

ROUTE 5 – [AERO CAFÉ, GOODWOOD](#) – 168 MILES – Number 14 on the club's [website](#).

The route attached is via A21 – A272. I've been on Saturdays and there were classic race cars out on circuit. The Aero Café is adjacent to the race circuit. Should you need a midpoint stop try the [Teal Café](#) on the B245 at Hildenborough by leaving the A21 at the Tonbridge junction and you can rejoin the A21 to pick up route.



Aero Café - Goodwood

ROUTE 6 – [CAPTAIN'S TABLE, HUNMANBY](#) – 186 MILES – Number 15 on the club's [website](#).

We used to go to Bridlington for fish and chips until we discovered the Captain's Table. Either eat in or takeaway. Easy parking and 10 out of 10 for the fish and chips. Good mid-point stop for a cuppa and toilet is the Concreation Garden Centre café at Swineshead (A52) postcode PE20 3HB.



Hunmanby

ROUTE 7 – [BIRD ON THE ROCK CAFÉ, CLUNGUNFORD](#) – 208 MILES – Number 16 on the club's [website](#).

The [Bird on the Rock tea room](#) is a step back in time in more than one way. The food, the service and the artefacts. DO CHECK OUT THE OPENING HOURS. Usually open over weekends. Alternative café is at Clun, just over the bridge opposite the car park and toilets.



Bird on the Rock

ROUTE 8 – [MUDDY BOOT CAFÉ, HAREWOOD](#) – 178 MILES – Number 17 on the club's [website](#).

Stopped here numerous times when passing but also as a good day's ride. RED KITES often feeding off the garage roofs behind the café. Good breakfast served all day.

ROUTE 9 – FURTHEST POINT EAST TO FURTHEST POINT WEST – 575 MILES – Number 18 on the club's [website](#).



For those with a weekend pass furthest point east ([Ness Point, Lowestoft](#)) to furthest point west ([Ardnamurchan Point Lighthouse](#) in a day) - 575 miles.

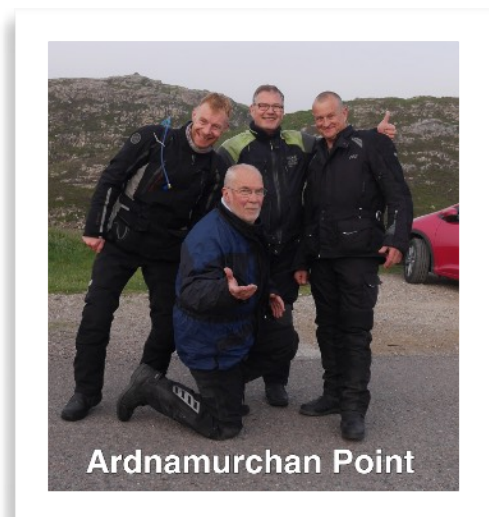
This takes some planning and you really need 3 nights. A nights bed and breakfast at Lowestoft as a 6.00 am start is required. 1 night at Kilchoan pre-booked and paid for (just in case you don't make it) [KILCHOAN HOTEL](#) – 010972 510200. 1 night on return journey in the Borders. When I did this with Jon and Ian in 2018 we winged it into the Borders then went onto Booking.com and spent the night at

[Sanquhar](#) on the A76.

The route attached is to keep off motorways, apart from skirting round Glasgow.

Our outward journey was with four riders and the route divided into four sections, approximately 150 miles each to lead, with stops where fuel and refreshments are available.

The [Corran ferry](#) stops at 20.00 hours and without using the ferry it's a long way round. If I were to miss the last ferry I would go into Fort William and find a B & B. Good luck.



Having done this a couple of times June is the best time as you get the longest day, being 21st June and the further west you go the lighter it stays for longer.



BACK TO BASICS? – Steve Valentine

I find it quite interesting to look back at my biking journey to see how my riding and motorcycle choice have evolved over the years.

As someone who started their motorcycling adventure in the mid-seventies, my early steps would probably mirror many of you of a similar age.

My first bike was a [Yamaha F5r-E](#), the lovable little 'Fizzy', followed a by later [Suzuki GT250M](#) on my 17th birthday.

Later there was a [Yamaha XS750](#), my first big bike, then an [XS1100](#), a [Gold Wing GL1000](#) + various dirt bikes.

These were all naked bikes, yes, even the Gold Wing.

Bikes with fairings were quite rare at the time, the odd BMW or a hardy commuter with an Avon or Rickman add-on.

I toured all over the UK and France on these bikes with no thought of needing a fairing or windshield. I was battered by rain and the full force of the wind for hours at a time as I just got on with it & knew no different.

Constant speeds above 80mph could become quite painful on the neck muscles, and the noise was deafening.

I'm sure that my early years of high speed touring on the XS1100 contributed to my current hearing loss, as helmets in those days were of poor design & were very noisy.



I'd been riding for nine years before buying my first 'faired' bike, a [Suzuki GSX1100ESD](#). It only had a small cockpit fairing / screen but it was so effective & a bit of a revelation. Longer trips were now so much less tiring, 500mile days in runs up to Scotland were so much easier and didn't leave me feeling exhausted.

Of course, around this time, many of the bikes arriving on our shores then had some kind of fairing or streamlining which heralded the beginning of much higher speeds.

For many years it had been poor aerodynamic efficiency that had limited the effective top speed and fuel efficiency. Hardly any road bike had been speed tested above 140mph, but with the arrival of well designed bodywork, speeds crept up, and up and up!!

Comfort and economy also increased, but it was the claimed, and real, speeds that got the headlines.



As a slightly speed crazed lunatic in those days, I revelled in the new levels of performance, gleefully ticking off each new 10mph increment of my personal speed record. A [Katana GSX1000](#) assisted in attaining one rather significant milestone, a [Yamaha FJ1200](#) the next & a [ZZR1100](#) the next.... and very nearly the one after that!!

In one of my more mature moments I realised that, with my lack of self restraint, I couldn't continue to put myself, and others, at risk by riding big bikes like that.

(Why, oh why did I not take advanced training all

those years ago!!!).

The ZZR was sold and an enduro bike was bought.

For the next fifteen years I raced in various UK enduro championships, went trail riding & took part in European road book rallies. I could push the limits and get my kicks at much lower speeds.

As age & injuries caught up with me I eventually I felt the need to return to the tarmac, but it had to be with something sensible. I bought a lovely yellow [BMW GS1150](#), the perfect choice to relearn my way on the tarmac at a sensible pace. It had half the power of my previous road bike & was so much the better for it. I actually learned to ride in a much more controlled & safer manner. You could say **Safer, Smoother, Quicker**, but that was before I joined Suffolk Riders.



I continued to have bikes with a fairing / screen because that had become the norm. The GS was followed by a [K1600GT](#) for a more dedicated touring bike, but due to several irritating faults, was soon changed for a new [GS1200 Twin cam](#) & four years later a [Yamaha Tracer](#) arrived. It was around this time, almost on a whim, that I bought a low mileage [Triumph Street Triple](#) for some solo weekend fun. What a revelation. It had been so many years since I'd had a middleweight bike, so the free revving three-cylinder engine and playful handling was such fun. I also noticed that, without the wind protection from a screen / fairing, that the sensation of riding was much more intense, but at a lower speed. I realised how insulating it is to sit behind a fairing. So often I would glance down at the speedo to find that I was travelling slower than the sensations suggested, which I saw as a bonus.



Triumph Street Tripple

I also found that the Street Triple was much more fun to ride than a bigger engined machine. The engine could be revved harder & fully enjoyed without hitting silly speeds. This little bike really suited my type of riding.

I rarely ride on dual carriageways or motorways. On Euro tours I would rather take more days on smaller roads to get anywhere, than blast down a motorway or Autoroute. Luckily I'm not time poor.

I have used the little Triumph for several multi day Euro trips through the Alps & Pyrenees, and

it works for me, but you wouldn't want to cover many miles at high speed. Luckily modern helmet design and effective earplugs help to reduce aural discomfort when needs must.

Now that Catherine rides her own bikes & I no longer need to consider pillion comfort, most of my bikes are smaller engined & 'Naked' and I'm having such fun riding them (Covid restrictions permitting!).

My riding stable of tiddlers now consists of a 675 triple, a [KTM 690 single](#) and a the [850cc MT-09SP](#).....not a fairing in sight... apart from a [650 ER6-F Kawasaki](#) which is my 'winter' bike.

They are all lighter, simpler and more 'playful' than many larger capacity bikes, but no less swift on the public highway.

I think that many of us are conditioned to continually get bigger, more powerful & faster bikes.....also far more costly!

I know I was, but I am so glad that I took a chance on the Street Triple as it has changed my riding, and bike choice, in so many ways.

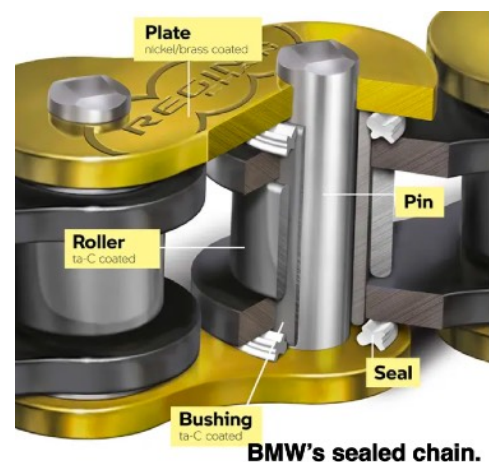
Technical Corner

Chained, belted or shafted? – Stephen Worrall

What gets you going? What drives you 'round the bend?' Probably the answer to this simple question is a chain. By far the most common method of transferring drive from an engine to the rear wheel of a motorcycle. But why the popularity? In my opinion there are so many problems with a chain. I am not a motor engineer, so what follows is just the result of my limited personal experience and prejudices!

No doubt one major reason why the chain is so common is cost. It must be the cheapest way of transferring drive for both the manufacturer, and thus the customer. Few parts (so long as you don't count each of the chain links), and a ready supply of off-the-shelf components must ease the manufacturing process. I don't have the figures but it probably also saps less power than other solutions, and one thing that sells bikes is power!

But there are a lot of moving parts in a chain, and it is this multitude of links, exposed to the elements, that in my view makes the chain the least attractive method of drive. Every link needs lubricant, and every link wears and requires regular adjustment. The lubricant collects dirt, becoming effectively a grinding paste increasing this wear, and if there is insufficient lubricant then the links and sprockets wear even quicker! Oh the 'joy' of cleaning a motorcycle chain! Dirty 'cleaning' solution everywhere, trying to keep it off the rear brake, old toothbrushes or sliding gadgets helping fingers get nipped in cog teeth, and then drying it off and trying to get some lubricant back onto the chain! But which lubricant...there are so many: dry, oily and dripping, each has it's following! Surprisingly a company has only just produced [a chain](#) that doesn't need any external lubricant! So if you were starting from scratch to design a modern drive system, seriously...would you design the chain?



Benefitting from even fewer moving parts the drive belt possesses many advantages over a chain. Drawing as little power as a chain but without all the moving links, and the messy lubrication. Drive belts have replaced clunky chains for decades in the automotive industry, so why have only a few manufacturers (notably some BMWs and HDs) used a drive belt to deliver power to the rear wheel? They may threaten to break with less warning than a chain, but if changed at service, say every 30k miles, this should not be a concern.

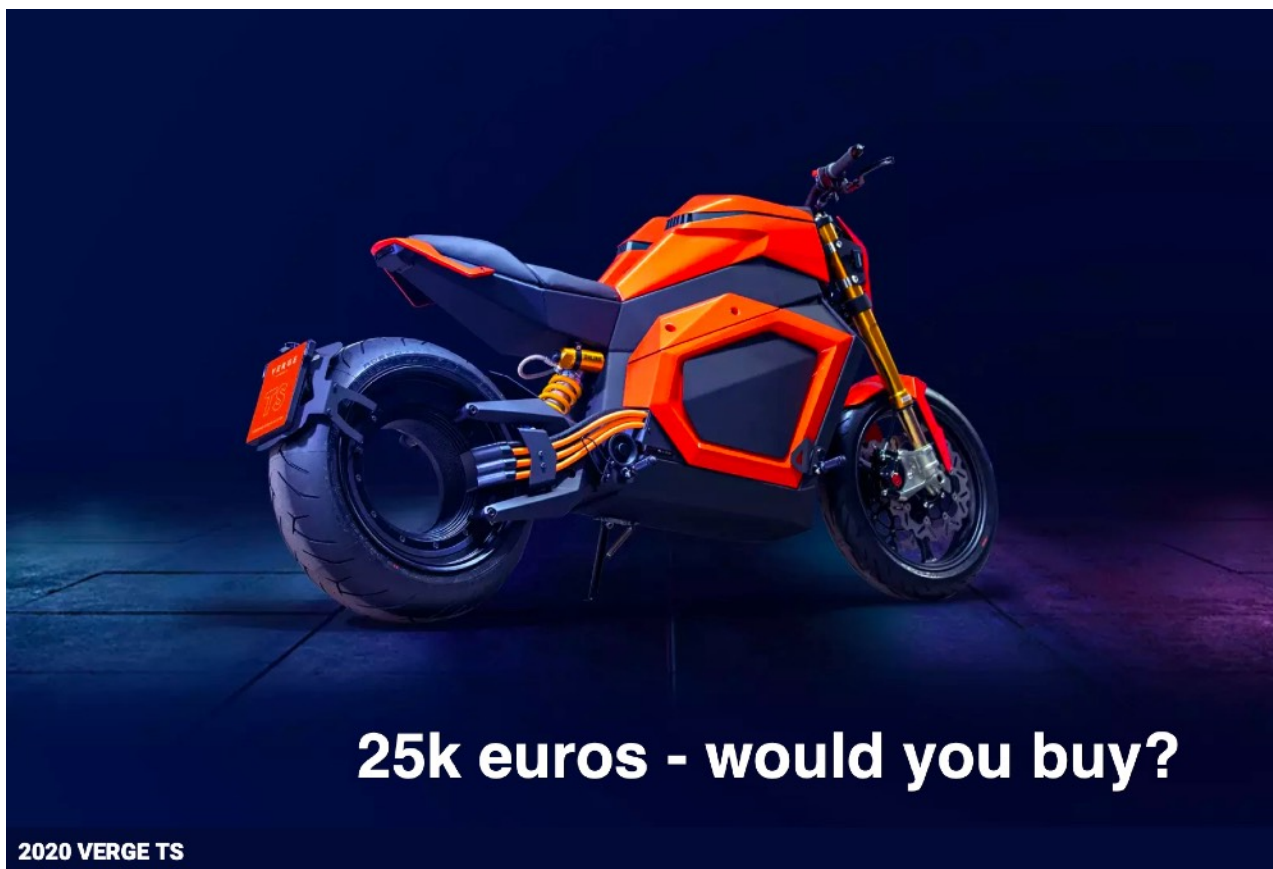
Then there is the shaft drive. This is my favourite; clean, reliable and requires little maintenance. Yes, it is heavier and draws more power, but I am sure it could be further refined. A lot of bulk comes from its typical modern deployment as a single sided swing arm (Triumph and BMW). But some



manufacturers produce a shaft drive that appears to be much less bulky using a conventional swing arm, Moto Guzzi being an example, and the new BMW 1800.

Now there is the promise with new technology to add another option...electric drive systems. However, some electric bikes oddly have continued to rely on the old chain drive solution: many also being designed to still look like a 'traditional motorcycle' complete with a dummy petrol tank! Some have opted for a belt drive, but the more adventurous are experimenting with in-wheel drives! The simplicity and cleanliness of electric drives demand a simple and [clean power delivery system](#). Surely this is a chance to move modern motorcycle design into the 21st Century, rather than perpetuate solutions that date back to the early 1900's!

Why not share your thoughts in an email to the Newsletter Editor?



I Love MRA – Chris Austin

Those of you who go on outings with the group will know that MyRouteApp (MRA) is our default route planner for satnavs.

By default it is free and is a good basic planner, but if you shell out for a Gold licence you will find firstly that it is worth every penny and secondly that it has some brilliant features. Here are some tasters:

- **Full integration with Google StreetView** which allows you to see both where cars cannot go and gives you the full 360° camera view with which you might be familiar from Google Maps. I will show that this gives you the ability to predict most of those "shortcuts" your satnav so likes to take and you really don't need.
- **Different mapping layers** so that, for example, you can see the Michelin map which is very strong on pointing out scenic routes, which is great for planning foreign trips (Wales, Scotland, Belgium, anywhere not Suffolk ...)
- **Overlaying different planned routes** which is useful if you have a one-centre holiday and you want to make sure you don't cover the same roads in the same direction too often. And if you do, then you have the ability to reverse a route, so if you had planned A to Z via all the letters of the alphabet, one button will reverse it for you. The same goes for a circular route, and as I maintain that "one road in two directions is two roads" then this gives you two different day trips.

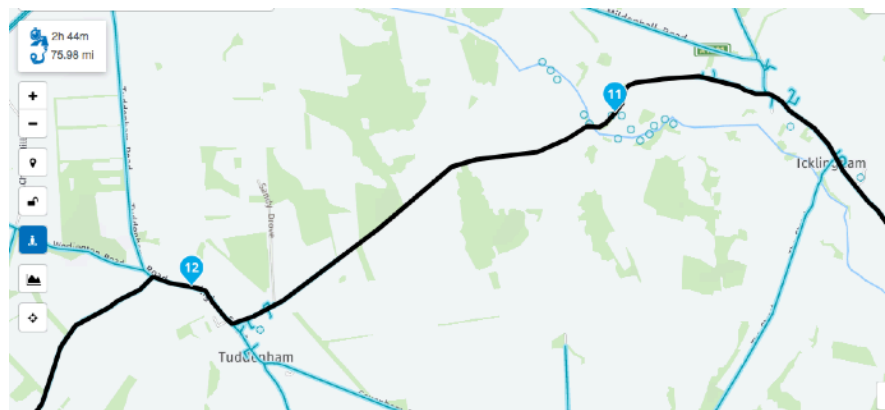
I have used all of these recently, and here are the direct benefits I have (or could have) obtained.

Integration with Google StreetView

If you have ever used Google Maps you will know that in the bottom right hand corner there is a little yellow man icon that you can drag to a road, and that as you are doing so, all the tracks that the Google camera-cars have recorded are highlighted in blue. It never occurred to me that these blue tracks could be very useful for route planning until one day when I got horribly lost.

I had planned a route that included a stretch from Tuddenham to Icklingham and had put a waypoint just south of the River Lark. The road started off well enough but then degenerated into a roller coaster of huge puddles (a bit like moguls on a ski slope) which was very entertaining but serious when it became a narrow footpath with a very tricky, muddy approach to a footbridge over the river. Thank goodness I was on a little 300. Once I was home and had started to see the funny side, I did a post-mortem and yes, the HERE mapping used by Garmin and MRA did show a road, and yes, my waypoint was on it, so the adventure was not was a figment of my satnav's imagination, as is so often the case.

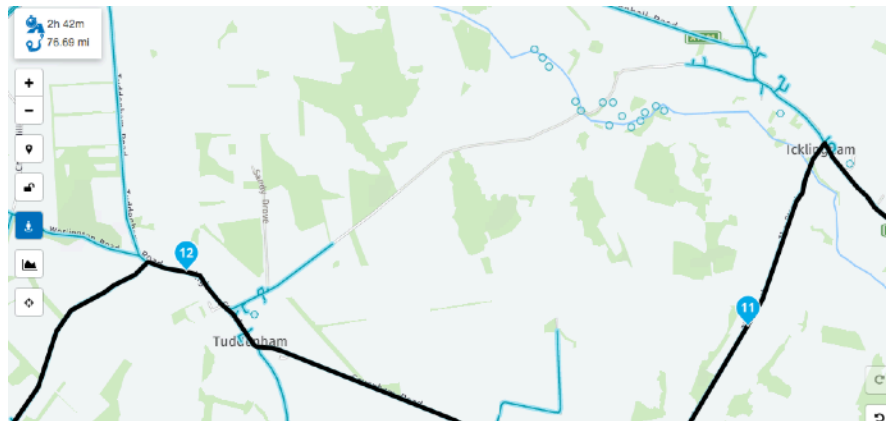
Here is my map:



Firstly, notice the icon at the left which is highlighted in blue. That is the one that turns on the blue tracks of the camera cars. You can see various such tracks, but you cannot see the track between point 12 and 11 because the route covers it.

To show the tracks I have to move waypoint 11 out of the way, as shown here.

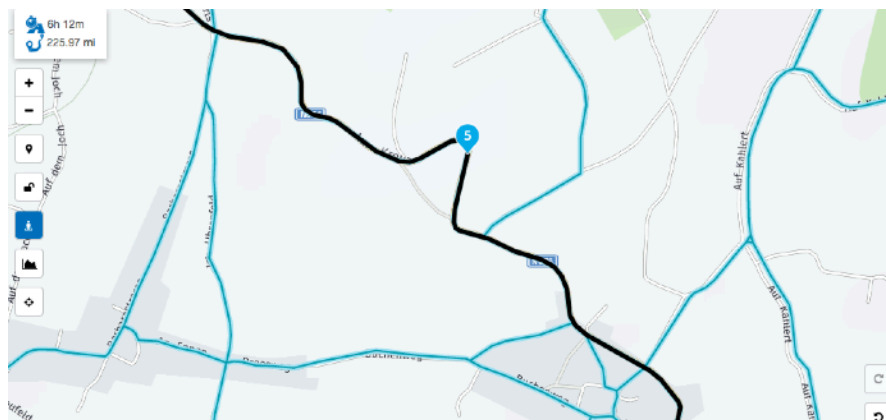
Notice how the camera-car tracks only go a short distance at either end of the "road" I was trying to follow. Had I known about this feature I would never have planned that route. Let's face it, I ride road bikes, not off road bikes or even a GS.



We all know that satnavs love to go off-piste unexpectedly. I cannot guarantee to stop it completely but here are two examples that can help.

The first is in the planning of a trip to Belgium where I put in what might turn out to be an unnecessary waypoint but you can never be too sure ...

I decided to put in waypoint 5 because I didn't trust that little short cut across the loop. When I turned on the camera-car tracks (with the blue icon), I could see that there was no blue on the short cut indicating that it was likely impassable, but just to be sure I decided to have a look at the Street View. Because camera-car tracks were turned on, all I had to do was click near one of the start points of the short cut and have a look. This is what I got ...



You can see the white arrow in the black disc where I clicked the map, and just for once it turns out that even if the satnav

had wanted to go that way I wouldn't have taken that little track! I have often wanted to see what a road looked like, and this is the trick for doing it.

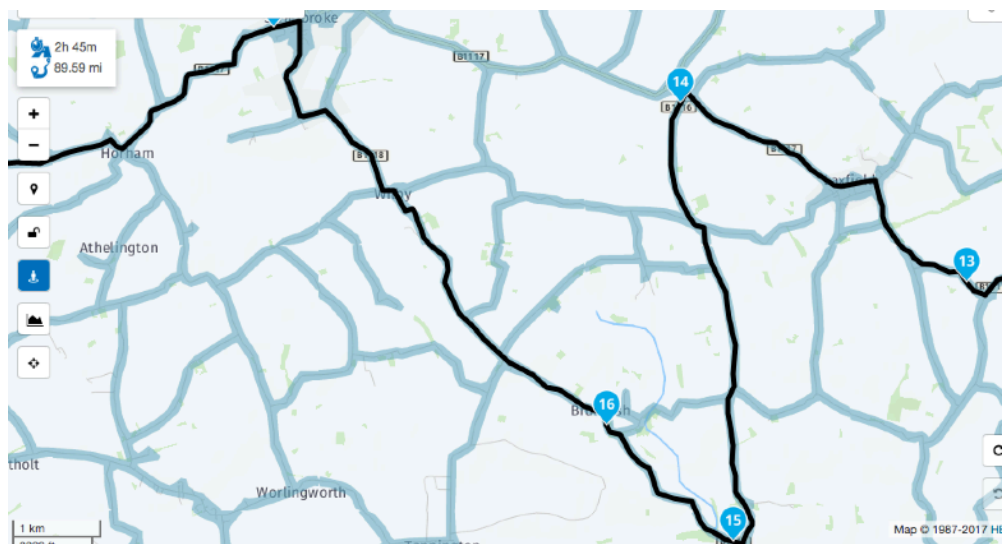
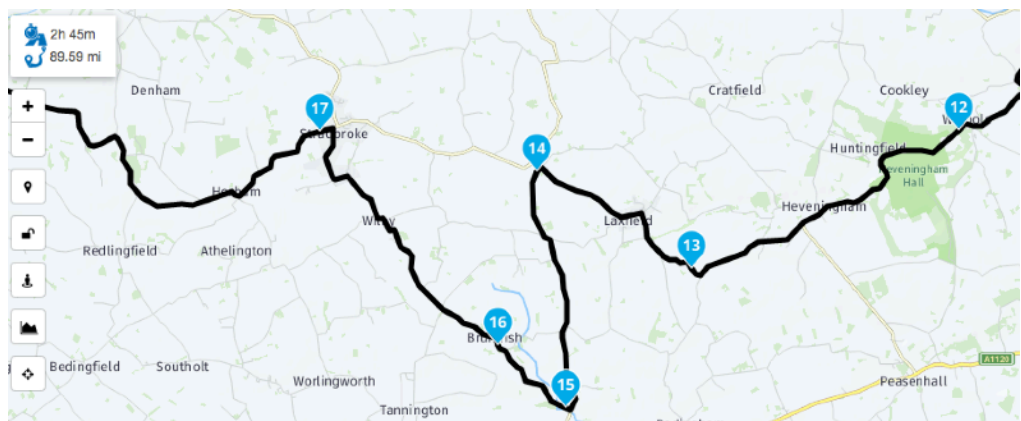
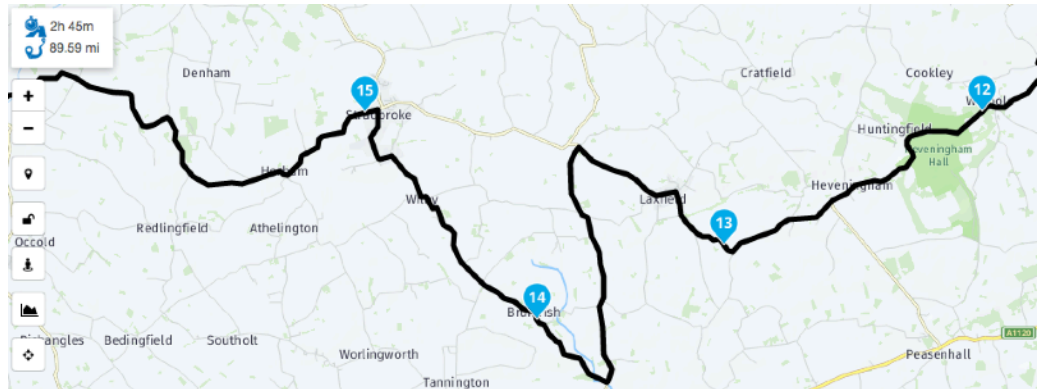
The second example came as a complete shock when I upgraded my Garmin from a 350 to a 395. I'd been using a nice little route for months with the old one but when I did a trial with the new one on something I knew well, everything went wildly wrong. In short, I had some waypoints at either end of a number of junctions which formed a zig-zag route and it seems that the new device detected some short cuts that introduced me to even more back-woods roads that I normally bargain for. Here's the original route ...

12-13-14-15 etc always worked perfectly but the new satnav thought otherwise, you guessed it, it took a weird line from 13 to 14. Still, it was a good exercise for riding on cold, muddy roads, thank you sugar-beet farmers.

The route that works now looks like this ==>>

Notice that points 14, 15 and 17 are all just after the junctions I wanted, so that there was no possibility of a short cut creeping in.

Here's a picture of the camera-car tracks in the area. If I had known about this trick at the time I would never have planned the initial route.

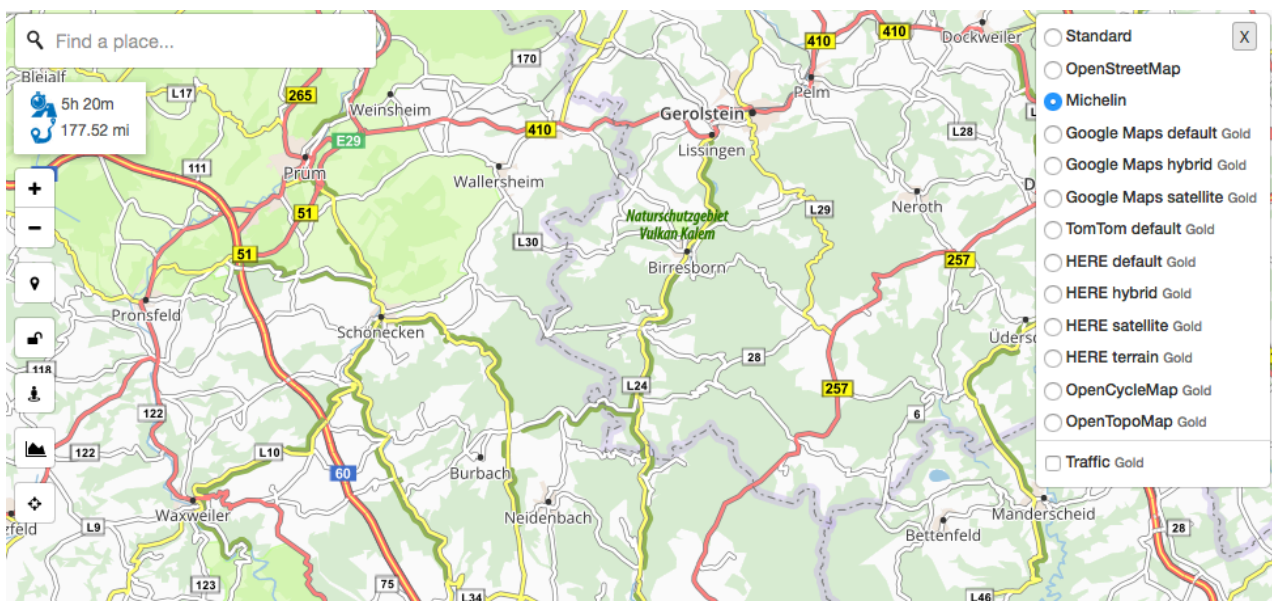
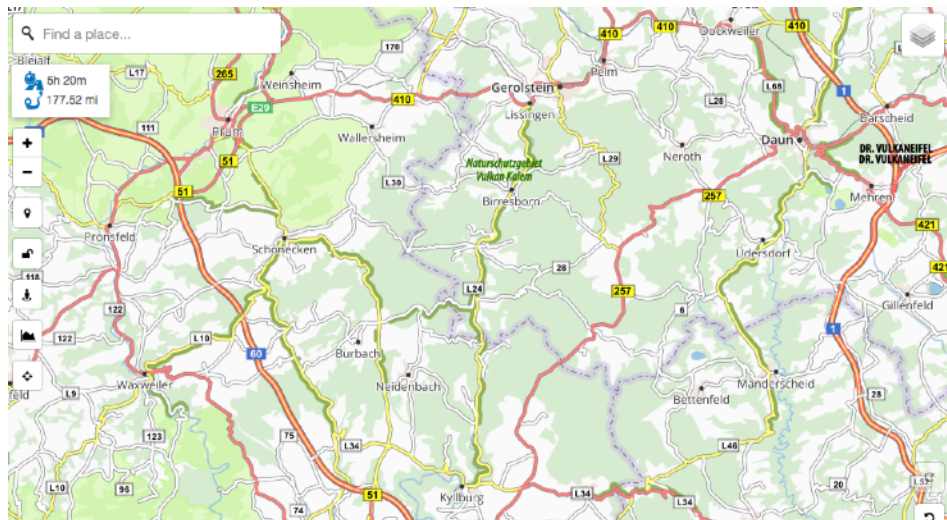


Different Mapping Layers

Let's pretend that you are going to Germany, and maybe you know this nice little pub in Schoneken to use as a base. What nice roads are there? Have a look at this MRA map ==>>

All those roads with green highlights are scenic roads, there's bound to be fun there!

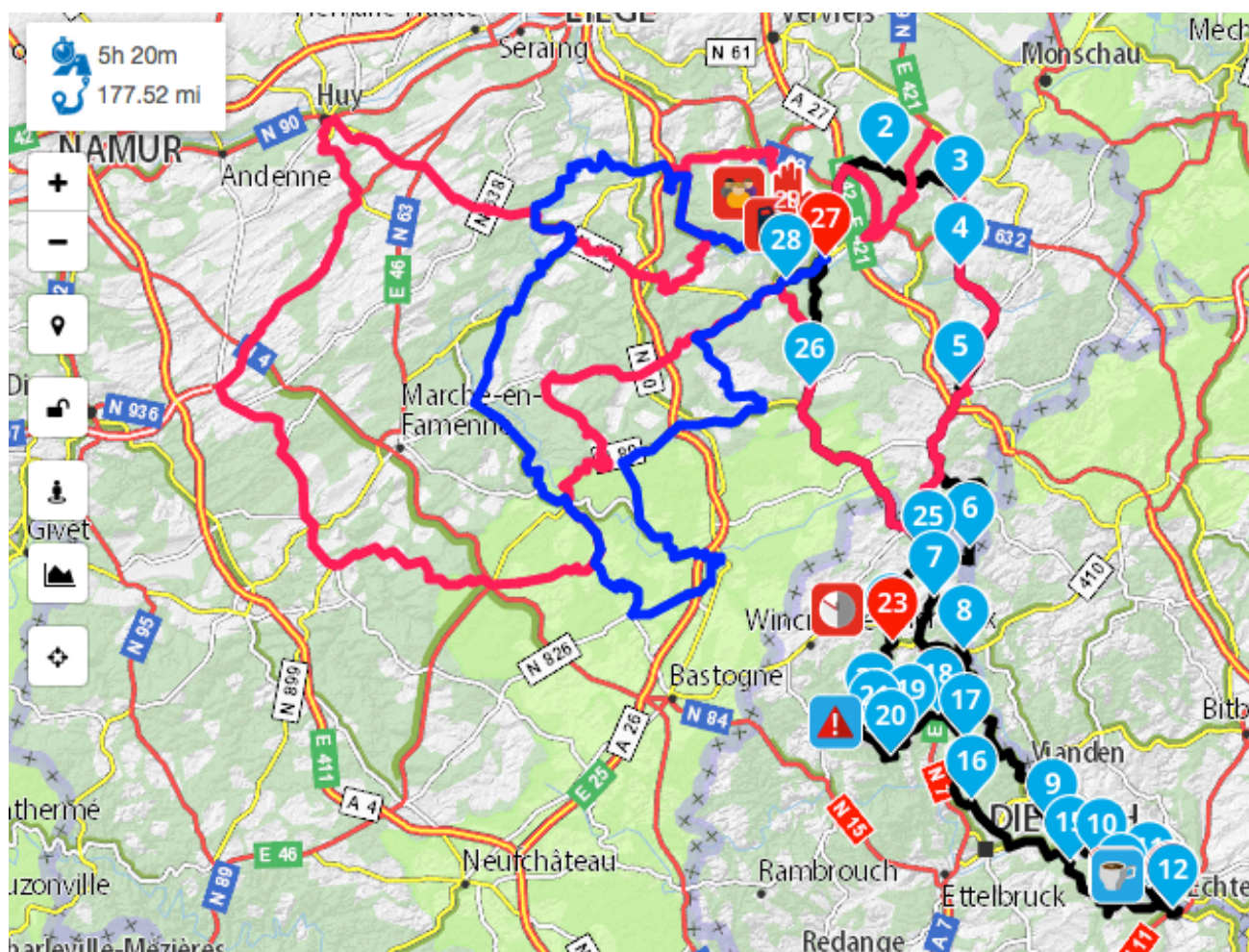
You can see this map layer by clicking in the icon that looks like a triple decker sandwich in the top right of the screen, and choosing "Michelin" thus: ...



Overlaying Different Planned Routes

I've been planning a trip to the Ardennes, staying near Spa (think GP racing track), in the north-east corner of the Ardennes, which means that day trips will be in a quadrant to the south and west. Of course there are many opportunities to overlap various day runs, but MRA gives us the ability to overlay routes to see just how much is duplicated. This exercise caused me to reverse one of the routes (easily done with Gold MRA) so that even where there is overlap at least it will going to be in a different direction.

Here's the resulting overlay ...



The current route (in black with the way points numbered) is overlapped by the red route in its northern section, but it is OK because one goes clockwise and the other goes anticlockwise. The red and blue routes overlap hardly at all, so all is good.

If you, like me, love playing with maps and planning routes then the Gold version of MRA is worth every penny. If, on the other hand, you are thinking, "What's wrong with just following your nose?" I'll say, "Thank goodness we are all different."

As long as we all enjoy the end result ...

The Last Laugh Word

My thanks to our coterie of regulars, the newsletter would not survive without them: from the quality of the articles perhaps we have some budding journalists in our midst.

First, some excellent news (in my humble opinion). I think it was late 2019 when we reported that a member had been involved in an accident, where the other driver, in a car, had at first apologised, but when he was contacted by a 'no win no fee' parasite, totally changed his story. The case was settled in court on the 25th February in favour of our colleague 'by a handsome margin,' I quote from a jubilant bunny. He has told me that he will write up his experience for us, so maybe we might be better prepared.

I'm saddened by the demise of the committee after only two meetings. While I was a party to both, I can honestly say that I don't know why some members felt they had to resign, but respect their decision. We will have an EGM on the 22nd March, elect a new committee and settle down to do what the group was formed for: to improve the riding capabilities of motorcyclists, and foster a friendly social environment, where riders have the opportunity to continuously improve. You have to ride socially with some of our experienced members to know just how good they are. Did I hear 'hear, hear' from the audience?

It's very lonely sitting here so any response would be most welcome.

Colin

PS thanks to those who called to chat, much appreciated.



"According to our records, you pulled out in front of 13 motorcycles in your lifetime. Need I say more?"