



# Suffolk Riders



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## Chairman's Update



Well March was about as unpredictable and uncertain as anyone could ever have imagined. At our committee meeting, only 3 weeks ago, we discussed Covid 19 and how it might impact the club - but parked it with the view that we would re-visit it as the situation

dictates. Well things moved quite quickly soon after, with RoSPA emailing saying 'we're aware of the situation but business as usual' followed by a few more with increasing restrictions to the last one saying 'all group events and one-to-one training must be cancelled'.

So here we are, a motorcycling group for training and socialising, unable to meet or train. The committee have been handling business in my absence as I have for the last 18 days been working on a ventilator design project which is now going to a contract manufacturer in Suffolk to make 12-15k ventilators to help combat the virus. I am very lucky to be a part of the drive to help the situation and have maintained some feeling of purpose, while most of the country are stuck at home, isolated, scared and bored. So as for group activities, nothing is happening outwardly. We will still meet virtually to deal with group business and prepare for when we can all get out and about on our bikes again. Until then - I wish you well, urge you to follow the government guidelines and keep yourself and your loved ones safe.

Best regards, Jon

PS if you haven't seen the latest on MoTs, David Wood provided this [link](#).

# March Events

## GroupNight - 23rd March

It was a great shame that Andy Stroulger's Essex FireBike presentation on Advanced Machine Skills has had to be cancelled. Hopefully we can pick up the threads once normality has returned.

## Breakfast Run – Sunday 22<sup>nd</sup> March - Social Distancing

*By Chris Austin*

Seven of us met at Stowmarket's Tesco at 8:45 on Sunday 22<sup>nd</sup> March, bound for Sheringham. The car park was already filling up, and by the time we left at about 9:10 it was full, and the queue to get into Tesco was well over 200m long

... if you know the place it was from the front door right round to the recycling bins ... and the doors were only due to open at 10:00. The madness of the toilet roll brigade!

Vinnie had set a great route that took in some nice back roads and some pretty villages setting themselves off in the spring sunshine. Pink trees, yellow daffodils and blue hyacinths all contributed to a riot of colour. The roads were empty with not one decent overtaking opportunity in 75 miles: it was a brilliant morning's run.

We had lunch on the green overlooking the North Sea with two benches to ourselves, so "social distancing" was easily obtained, although for photographic expediency we did have a bit of a huddle for a minute or so.

Thank you Vini.



# April Events.

## Important.

**Please note that the latest information on future events can be found on the club website's [Events page](#). You should always check there before attending any event.**

**There are no club organised events until further notice.**

# Competition.

The Summer Ride Challenge for 2020 will obviously not go ahead but will be postponed until 2021. This postponement is due to the amount of work involved and, in view of the Government's restriction on unnecessary travel for at least 12 weeks or longer, that would not leave sufficient time to complete the challenge this year. Neville and Brian can keep the trophy until it is passed to a new winner in 2021.



**An advanced motorcyclist**

**A superior pilot uses his superior judgment to avoid situations which require the use of his superior skill.**

Frank Borman



Thanks to David Wood who also posted this apposite [link](#).

# Member's Forum

## A Tutor's Lot - Stephen Worrall



*"We are looking for volunteers to train as tutors..."* so went the email back in 2015, when the then Suffolk RoSPA Advanced Motorcyclists planned to recruit a new batch of tutors to

help meet the growing associate demand. I was drawn by a new riding challenge, and, it would be a further excuse to spend more time on my bike, so I put my name forward.

From the dim and distant days of my youth when I swapped two wheels for four (mostly because I was falling off too often) I have always enjoyed a challenge and I started with competitive stage rallying and progressed later to more sensible driving with IAM. When I returned to motorcycling in my more mature years I felt very vulnerable and decided I needed to sign up for some advanced training. The RoSPA route struck a chord, with its graded pass and three yearly retest.

I was very lucky to have Richard Tricker as my tutor. His calm and supportive manner set an example to me of how a good tutor gets the best out of an associate, and when I set out on tutor training I realised this was going to be a real personal challenge. As is the way with motorcyclists, we share a

passion, and this draws us together as a group; my fellow trainees shared this passion and were a great support throughout, and continue to be now. The training involved theory and coaching, but as advanced riders you will all know the real challenge only comes when you try to put it all together into practice on the road! Taking out your first associate is when it becomes very real, it is down to you *"to step into the tutor's riding boots' and get on with it"*, so to speak.

The old adage "you never stop learning" applies as much, maybe even more, to a tutor as it does to any other rider. I learn a little more about my riding every time I go out on my bike, especially whilst tutoring. There is also much satisfaction in seeing an already experienced associate rider grow his competence and awareness on the road, discovering a new pleasure in his riding, no matter what the road conditions throw at him, and getting to know your associate as a person as well as a rider makes the whole training experience more enjoyable, hopefully for both of us.

I help Steve Russell with the Group Training Rides, and this provides a fantastic chance to meet more members and associates, share experiences, maintain riding standards and make new friends. After all, motorcycling is one of the few things you can do "on your own with others".



## A trip to Australia during 4-18 August 2012 - Mike Anthony

*Continued:*

To the west of Drake the road climbs another 500m in height to Tenterfield and that was suitably wriggly through forest and was good fun to ride. The GPS was going off and on a bit so we paused here to try to find a connector and I went into a scrapyard to get one. Then we set off again turning south down the New England highway passing through Dundee and finally to Glenn Innes. This area is the "tablelands" and is generally flat farmland and about 1000m above sea level. We arrived at Glenn Innes about 1pm so we had some lunch in the hotel and then went



round the town for a look see. Woolworths is still alive and trading in Australia – but a bit nearer to M&S in appearance rather than the now closed Woolies in England. We went to a bike shop and chatted to the owner there who tried to frighten us with tales of breaking down on these deserted highways and maybe a black feller or two coming out of the bush and doing us harm. We saw that there was a museum so we walked a short distance to find that. The



museum holds all manner of things and dioramas and is housed in the old hospital buildings. We were allowed to tour this even though they had closed for the day. It was fascinating stuff; I even found the same mangle that my grandma had in the 50s in England that we used to wind to ring out the clothes as children. We learnt that in this area the people came as settlers on the land fanning out from the coastal towns which were the first to be established. (You have to remember by European standards Australia is a very young country in that proper settlement did not really start until the 1820s). The day concluded in the local Thai restaurant and a half decent bottle of wine from the local store. BYO with a small corkage charge. The hotel was very similar to the one in Casino but somewhat more dilapidated – but a bed is a bed and it was only \$30. We met a very interesting man in



the bar who earlier used to make many of the racing cyclists' frames. However the constant travelling involved took him away from his family too much so he had changed to the tourism business.

Tuesday 7 August dawned bright and sunny but it was -1degC. Robin's 1200 did not want to know about starting and we were obliged to get a power pack from the hotel to get it going. We set off going south down the New England highway and it was cold! Not used to this! The road was easy riding and passed through such places as Glencoe, Ben Lomond (at 1401m) and Llangothlin before reaching Guyra and a transport café that served



such a huge breakfast that we could not eat it all. Suitably sustained, we turned east and headed for Ebor and the falls



nearby where the Guy Fawkes river descends into a gorge in two sets of falls. Whilst there we came across several guys on single cylinder dirt bikes but they did not want to speak with us for some reason. We were not covered as they were in mud perhaps? We had to re-plan a bit at the falls, as consulting the big map there, it showed that our planned route through the National Park included a dirt section so we headed off along the Waterfall way to Dorrig. We found a café there with a friendly Argentinean biker running it, got free coffee and a chat about bikes and the nice roads to be ridden in all four directions out of town. There was a very strange bike there with rotary valves and a supercharger. We continued eastwards along nice roads with little traffic to the Pacific Highway and ran up that before turning off for Coffs Harbour arriving there at midday.



The temperature now was up to 17degC so we walked around in the sunshine. This for me was the first sight of the Pacific Ocean. Mounting up again we rode south to Part Macquarie along the highway which was pretty horrible with trucks and speed cameras. We clocked 420km this day arriving at a motel by 5pm. We walked into the town centre after a welcome hot shower. It was in the bar where we ate dinner that we discovered about RSA – or the Responsible Service of Alcohol. Feeling somewhat full after food and beer I tried to order a double scotch. Not allowed they said.



Two singles in different glasses would be OK though they would be obliged to put a shot in it. Appalled at the thought of them putting lemonade in a good whisky we asked what on earth was going on. The barman explained about RSA and pointed to the CCTV cameras in the ceiling. Not worth my job, he said, to serve you. Notices on the wall proclaimed fines of \$80,000 for the establishment, \$5,800 for the bar person and \$2,500 for the person discovered in the street outside slightly the worse for wear. When you add in random breath testing and a 50mg limit we began to realize why the pubs were virtually empty and there are lots of bottle stores. The Ozzies have been driven to drink at their homes.

By day 4 we had begun to think that all what we had heard about the strange fauna in Australia was a big fib. Where were the kangaroos and the koalas? It was explained to us that they were hiding in the bush as there was lots of grass following the rains in 2011. All we had seen was the occasional roadkill. So we went to a small wildlife park to check them out and get the photos. The koalas are indeed slothful and curled up in a



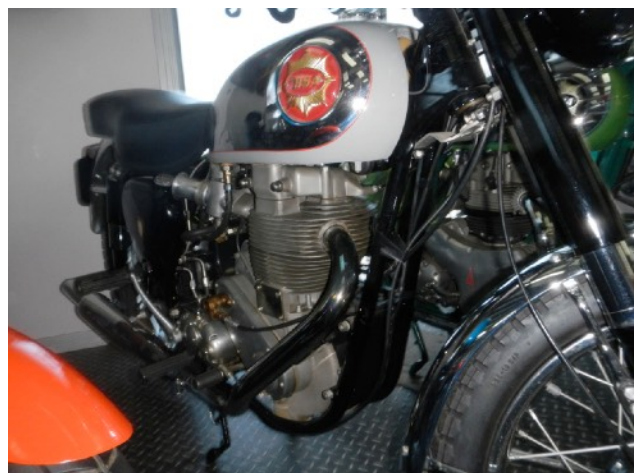
ball in trees and appear to be asleep.

Apparently they are nocturnal and wake up at night time.

The kangaroos and wallabies were awake though and we were able to see them as well as an emu and a pair of snow leopards. We took the Oxley highway next heading westwards.



This is a superb road over which to ride a bike. It was very wriggly in the upper parts but dropping down on the western side of the mountains there were long straight sections. I had planned a diversion off this main road to follow the "railway way". We found this OK but the tarmac petered out so we were obliged to turn round; very frustrating. We arrived at the Powerhouse bike museum on the east side of Tamworth.



This is a 60s BSA DBD34. The pictures tell the story here of some quite exotic machinery. We

purchased badges and stickers. The gent there asked where we going and he then suggested a better route than going up the New England highway. So we hammered off eastwards on the Oxley highway enjoying the bends and chucking the bikes about. I was up and down the gearbox a bit giving the 800 some stick. Then at Walcha we had a refuel before going north to Uralla and Armidale. The trip had 435km on it and it was going dark so we sought some shelter. This was a small motel next to the Pickwick pub where we enjoyed a convivial evening and assisted at a quiz. Armidale is a city having two cathedrals and was quite a substantial town but is nevertheless still an agricultural centre.

*To be continued.*

## Africa from Top to Toe in 53 Words

### Editor's note

*It occurs to me that only the geriatrics amongst us will know who Heath Robinson was. He was an illustrator who, according to Wikipedia was "best known for drawings of whimsically elaborate machines to achieve simple objectives ... otherwise known as odd contraptions".*

*By Bakson*

I once made an epic journey on a motorcycle and wrote it up in great detail. You will be pleased to know that this isn't it. But before I begin I have to acknowledge the kind sponsorship of the Heath Robinson Motorcycle Foundation Inc. who kindly supplied me with a box of rubber bands, 4½ km of knotted string and some candle wax. I should also mention that I submitted this piece for consideration to the Heath

Robinson Motorcycle Journal, but I suspect my script was lost in the post because I never had a reply.

### From Cairo to Cape Town on a 19-Twenty-something Belt Driven Heath Robinson Velocipede.

**Start:** Cairo.

**Egypt:** Sand. More sand. More bloody sand.

**South Sudan:** Learnt that when faced by a man with a machine gun the correct form of address is "Sir".

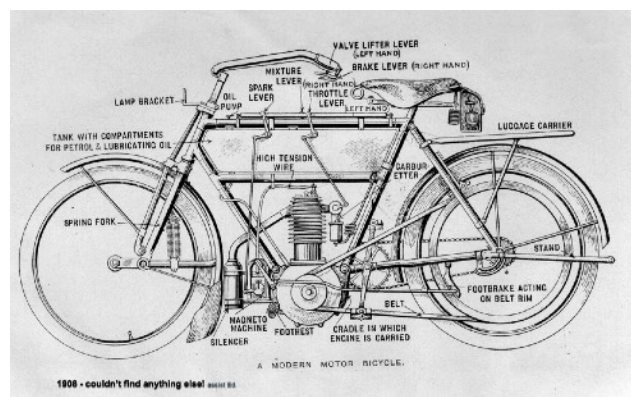
**Mt Kilimanjaro:** Halfway there. Not far now.

**Mozambique:** Landmines. More landmines. More bloody landmines.

**South Africa:** Felt safer in South Sudan.

**Cape Town:** End.

Would love to know what the bike was: something like this?



Or this? *Assist Ed.*





## Bikes and Trees

*By Bakson*

You might have heard of Tony Buzan and his "Mind Maps" but perhaps not of his "Plus-Minus-Interesting" (PMI). The concept is to put together two unrelated items and ask what ideas would be positive, what would be negative and what would be interesting, so when I am asked to write an article PMI often come to the rescue. Of course "motorcycle" had to be one of the items, and because I happened to be looking at a tree at the time, "tree" became the other.

What follows is a completely random and greatly shortened rant brought about by PMI. Blame Tony Buzan.

If you took a decent sized tree and cut out a plate-sized area of bark you could write an obituary in the space. Here's a trivial example:

*Took a curve  
Had to swerve  
Hit this tree  
R I P*

There is much about advanced motorcycling in that little ditty; perhaps the most obvious is the dictum from Roadcraft about being able to stop on your side of the road in the distance you can see to be clear, never mind Observation, Anticipation, Planning etc etc.

On the plus side for trees is that they can absorb CO<sub>2</sub> from the atmosphere, and so compensate for us using fossil fuel for no better purpose than having fun on our bikes, and a line of trees or hedges can give a hint as to where the current road may be going, or where another road may be joining.

On the negative side, as mentioned before they are immovable objects that can be close to the road and so are hazards, they obstruct the view of the road in corners and dips, and they hide traffic signs which, by the way, is one of the pleasures of riding in winter ... you can see for miles, blinding sunlight on wet roads permitting.

On the interesting side of bikes/trees is the notion of a steam driven motorcycle. To be honest I thought that was about as daft as a chocolate teapot, and more in hope than expectation I Googled it and this is what I found at InterestingEngineering.com.



As they say up north, "Nowt so queer as folk!"

Photo credit: revatucustoms.nl

## Speeding Ticket in Your Post?

### **Editor's Note:**

*This article is all opinion, not fact, and is offered for guidance only.*

Of course, as members of Suffolk Riders none of us ever exceed the speed limit but it's just possible that on occasion some of us might have torn our eyes off the speedometer in order to see where we were going and might have momentarily strayed over the limit and behold, a letter from the authorities lands on the door mat. Should this happen to you, here is an article that is intended to give you food for thought when preparing to meet your traffic-law savvy solicitor.

But before you do that, consider this: if you had had a conversation with a police officer it was necessary to have said nothing, especially not answering leading questions like "How fast do you think you were going?" because for certain your reply will be put into contemporaneous notes and held against you in court if it gets that far. Having said that, an acquaintance of mine made a plea on the spot and had "well in excess of a ton" reduced to 94, but I suspect he could charm a bird out of a tree without too much effort.

If you just 'fess-up when you get the letter (technically called a Section 172) and take the hit, then you are found guilty of an offence with no evidence being provided against you. Would you do the same if charged with theft? Of course not, so at least get the authorities to provide it.

However, many riders need a clean driving licence for work, and some may even have a very grubby licence and more points would be disastrous, so they need to fight even for minor infringements. In outline this is what to do.

Ask the authority to provide all the evidence because there is far more than just the bare statements of the Section 172. Your solicitor

specialising in traffic offences will know all the questions to ask and will often be able to tear the evidence to shreds! Just one example is that your Section 172 will probably merely say "exceeding 30 MPH" and isn't specific. But you need the precise figure because at the margins of speed limits things become complicated. Some camera manufacturers state that at speeds up to 60 they can over-estimate by 2. This means that an estimated 36 becomes 34, and the guidelines for prosecution are "limit + 10% + 2" which in this case comes to 35, so really you shouldn't be prosecuted anyway. There are hundreds of other examples ...

You may conclude that all the evidence against you is sound and so you may be summonsed to appear in court by which time you should seriously be considering a solicitor because it's your licence and livelihood that is at stake here, not the cost of a solicitor. Suppose you were charged with doing 107 on a motorway, which is instant disqualification but if you can get below 95 it may only be 5 points and if below 90 then only 3 points. This may save your bacon, so your solicitor can enter a "plea bargain" that goes something along the lines of "we are concerned about the reliability of the evidence against our client ... save the court the expense and inconvenience of going to trial ... client is minded to enter a guilt plea on basis of speed of 94 ... " You get the drift. Apparently it is quite common for speeds over 110 to be reduced to under 100.

Even if the plea bargain is not accepted, it occasionally happens that the police officer doesn't arrive in court, or any number of other things can happen on the day, and the case is dismissed.

In summary:

- Plead "Not Guilty"
- Get a solicitor well versed in traffic cases.
- Challenge the evidence
- Plea bargain
- Go to court
- Always hope for the best as the outcome can never be worse than the original charge.

## Folembray Track Event 2020

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We just need a few more people to make up the numbers to go to [Folembray](#) at some time (TBA) this year. Please send Ben ([marketing@suffolkriders.co.uk](mailto:marketing@suffolkriders.co.uk)) notice of your interest.

My thanks to John Morgan and Nathan Clough for their articles, I apologise for hacking them so hard as to be unrecognisable, but space is a premium.

### Why Go?

- It's huge fun for both novice and expert
- It's great value for money
- You learn a lot that you can never learn on the road
- It's good craic
- No chance of a speeding ticket on the track
- The track to ourselves is a concept unique to Folembray. No idiots!

### Testimonials:

*John Morgan*

"If the idea of a 'track day' leaves you bothered about how fellow riders will behave, then a closed trip to the a great little private circuit at Folembray in northern France is a good introduction to what you can learn about you and your bike ... Lunch at the circuit was an amazing 3-course hot and cold buffet, that left many folk debating whether to take an unplanned siesta - certainly we had to concentrate even harder ... Many riders took up the ready help on offer from the riding legend 'Stig' from Reiten. This was an education in itself."

*Nathan Clough*

I went out to Circuit de Folembray with the Reiten Motorrad lot, just a few weeks after getting my RoSPA. Up to that point motorbikes were mere tools for blood and medic voluntary work, and the occasional bikepacking tour around Europe. Come the end I'd fallen in love with my bike and crafted new skills I'd struggled to get on the road ... There are a lot of transferrable RoSPA skills, and opportunities to benchmark you and your bike in a way the roads don't always permit ... I'll be going to this one if we get the numbers. The cost is an absolute bargain and runs on a no-profit basis. *More from Nathan next month. Assist Ed.*

### Logistics:

This is all based on what happened last year, so the details below are open to correction/changes and must be confirmed closer to the day.

- **Where to meet:** There is a choice of either Reiten to depart at 06:00 or Dover at 09:00 depending on if you want to ride down solo or with the group or stay overnight in Dover (only £25 at Premier Inn if you book far enough ahead) to save getting up so early.



# The Last Laugh Word

I think that Colin's idea to have a different editor every month is great and it's been fun having a go myself. Now it is time to give somebody else the opportunity ... you, for example. Please form an orderly queue by sending your email to [webmaster@suffolkriders.co.uk](mailto:webmaster@suffolkriders.co.uk)

Following RoSPA's advice, we have pretty much ceased operations for the moment, but there has to be light at the end of the tunnel where we can start again with formal training, group nights, GTRs, ride-outs and general socialising, so I wish you all a trouble-free time and good health, and I hope that eventually we will all get back onto our bikes in more-or-less the same condition as we have had to get off them.