



Suffolk Riders



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Chairman's Update.

The weather has been up to its tricks again. I went out one morning and it was 6 degrees, so I put my heated grips on. By lunchtime it was 19. I had put the linings back in my jacket and trousers, and sweltered. You can't win!

Two things stand out in my memory of October. First, group night on the 25th. Our guest speaker was Jon Southgate of Suffolk Fire and Rescue. The Suffolk Fire and Rescue Service FireBike team have developed a three hour Biker Down safety course, focusing specifically on three key areas: What to do when arriving first on the scene of a motorcycle crash, trauma care and the science of being seen. Jon presented a cut down version of the course which provoked a lively discussion! Over 40 of you attended, so we had a full hall which was great to see. Jon has plenty of places on the full course for next year if anyone is interested.

Second, It was a pleasure to present certificates and hi-viz tabards to our five new tutors - Clare, Ian, Martin, Richard and David. We much appreciate their commitment to help the group train new associates to prepare for the RoSPA advanced motorcycle test. If you are interested in training to become a tutor, please let Keith Gilbert know, we are always looking for more potential tutors.

We have a number of members who were due to take their three yearly retest in 2020 and who have not told us they have taken their test. Our normal policy is to allow a year's grace, so that if members are more than a full year out of test by the time we send out our membership renewal notice in December they would not be generally be invited to re-join. However we recognise that the last two years have been difficult for everybody; some members have been shielding or not had the opportunity to ride their bike very much. If this your situation, please email or phone Stephen Worrall on 07770 476644 – we will of course be flexible where extenuating circumstances have prevented a member from being able to retest this year.

Our AGM this year will be on 13 December. We will have a social evening with a buffet, and elect Committee members for next year. If you are willing to join the Committee, please contact me or any Committee member. Our Web Master Colin South is standing down at the AGM, so in particular we need a willing volunteer to maintain the web site and send out group emails. You don't need to be an IT expert – Colin has promised comprehensive training!

Safe riding. *Phil*

October Events

Group night 25th October - Biker Down - Jon Southgate

A bumper attendance with 35 members plus 7 guests, the room was fairly humming. The evening started with a cutdown version of the Biker Down presentation (it's a free course if you attend the full 3-hour version) by Jon Southgate from Suffolk Fire and Rescue. Having attended the full event, there was some gratification that memories of what to



Jon Southgate from Suffolk Fire and Rescue

do in the event of a biker coming off came back immediately. Jon now runs the unit in his retirement and has taken the course all over the country, including schools and colleges. They have two bikes, a BMW donated by the Copdock Classic Motorcycle Club, and a KTM125 which they purchased themselves, over which the youngsters clamour.



The talk had three themes a) making the scene safe, b) 1st aid and trauma care, c) the science of being seen.

We were taken through what to do in the event of being at the scene of a motorcycle accident, beginning with DRA (dynamic risk assessment), mostly common sense. E.g. traffic control, make the scene visible to other road users (use of hi-viz jackets, indicator lights), not to move the casualty unless essential, contact emergency services, use 'What-3-Words.' One example of a 'Snatch Rescue' relied on getting the casualty away from danger. To highlight what is possible if anyone is hurt was the story of a young student, Brandon Wright, in Logan, Utah, involved in an accident.



Lady spots the rider under the car.

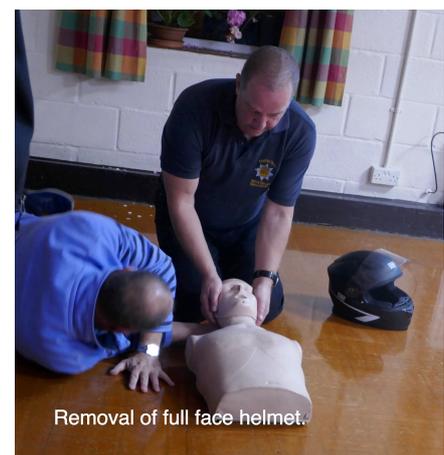


You can watch the rescue unfold on this [YouTube video](#).

Moving on to the initial assessment using the acronym [DRcABC](#), the lower case 'c' has been added and refers to catastrophic bleeding, which can be controlled by pressure, either fingers or tourniquet. Jon described three methods to check for heart rate, pressing a finger on the forehead above the nose, which should show white, returning to red when removed, likewise pinching down on a finger nail and using the index and second finger to check the [carotid artery](#). It took me a minute or so to find mine, but I'm glad to now know exactly where it is. If you don't know exactly where to look, it's worth you experimenting. Once you know it's easy. Next we had a demonstration of removing a full face helmet, a) with another person to help (holding the head from beneath) and b) just one person. The flip front helmet only needs to be lifted up, no removal.

Mouth to mouth resuscitation is no longer recommended, but [CPR](#) (Cardiopulmonary Resuscitation) to circulate the air still in the lungs, at a rate of 30 beats per minute is. Apparently, it is exhausting and if there are bystanders, form a line and transfer to a new person after 30 presses.

Lastly, Jon dealt with 'conspicuity' making yourself visible to pedestrians and other road users. Not necessarily using a high viz tabard (NB pink is the optimum, such as the one Linda made for David Wood) but by using space and movement on the road. A new word for me popped into the explanation – '[saccadic masking](#)', whereby the way we scan the view ahead and how the brain interprets the information means that it is relatively easy to miss an oncoming vehicle. During the discussion Jon told us that you can get a [QR code to stick on your helmet](#), giving personal details useful for the emergency services. I'm going to try to [make one myself](#) using my label writer, and will let you know how I get on next month.



BREAKFAST AT THE MARCH HARE - SUNDAY, 24TH OCTOBER - Keith Gilbert

Outward route was voted good by the group, return was by rider's choice. Cliff Batley (of [Adventure Bike Shop](#)) and I took the fast route home and I was back home for lunch.

Although I like the [March Hare](#), and it was the second visit this year (it is the first café on our three cafes route ([No. 13 on the club's website](#))), service was slow, probably due to there being too many cyclists.

Cliff, much to my surprise, was not on an adventure bike, but on a newly acquired [BMW K1600GT](#). He did say it didn't like the fenland roads and needed some adjustment to the rear suspension. Mind you he was always in my mirrors.

The good thing about the March Hare is there are many and various routes. From Bury St Edmunds it is only 85 miles going on the Suffolk Riders '3 Cafe Route.' Lee Gage claims on his Garmin the route differed from mine but he still got there before me. *Keith Gilbert*



Cliff with his BMW K1600 GT



An Epilogue for Land's End to John O'Groats - got the T-shirt – 1st October.

The wife and I attended the 'hog roast' organised by Frank Barrett's employer, [Quality Equipment](#) at the back of beyond in Woolpit. Lots of people who know Frank well, and some outsiders, including a team from [SERV](#), one of the charities Frank sponsored, were there to congratulate him. Wine and beer flowed freely while the hog roasted. Then Frank and his boss Jamie Baker took centre stage. As I watched the scene unfold, in my mind I kept thinking of how good a boss and company Frank worked for. Jamie told us of the day when Frank walked into his office to ask if the company would support him in a ride from Land's End to John O'Groats. Initially he thought it was to be a car journey, taking about 20



Frank and Jamie Baker



hours, and was stunned to silence when Frank told him it would take 9 days on a bicycle!

It was the first hog roast I'd ever attended and can recommend the experience unconditionally, so lovely, my mouth is watering as I write. There was a large screen showing pictures taken of Frank during his ride and I've attached a few that I particular liked.

There were donation boxes scattered around the place and people added another £1300 to the pot that evening. In total Frank raised around **£8300**

for SERV and the East Anglian Air Ambulance. A superb achievement, and Frank tells me, perhaps one to be repeated.





Welcome!

A warm welcome to a new member. 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.*

David Rees



A very 'well done' to **Chris Broughton, Cliff Batley & Clare Hinsley**, who have all passed their 3-year test, achieving gold, and **Derek Bailey** a silver. Also to **Graham Spall** who achieved gold, moving from associate to full member. Finally, to **Richard Knowles, Clare Hinsley, Ian Johnson, David Ward, and Martin Chester**, who all obtained the Tutor Qualification. If you would like to see our new tutors and recent test passes, head over to the club's ['Roll of Honour'](#) page.

November Events

Social Ride - Tydd Gote pumping station: 22nd (or 23rd) November.

We have another opportunity to visit North Level Internal Drainage Board's largest pumping station at [Tydd Gote](#). The visit is programmed for Monday 22nd November with the 23rd as an alternative day depending upon the weather. During the last visit Paul Sharman, the Chief Engineer, told us about the history of the station, the improvements made over the years and the current dilemma he now faces using fossil fuels. Paul will also demonstrate how the pumps start up automatically and explain the different ways of starting a pump unit if any part of the system fails.

We shall leave Stowmarket Tesco at 9am, the route via Brandon, Downham Market, Nordelph and Wisbech is 67 miles to arrive at around 11am. Following the visit there is the option to go to Benny's Diner or the McDonalds 5miles north at the junction of the A1101 and the A17. Please click to contact [Steve Last](#) to register for the ride.

[Steve Last](#)

Group Training Ride to Café 33 - 21st November

Last but not one autumn GTR, before the festive period when all there will be to eat is turkey...if you are lucky! [Cafe 33](#) appears to be under new ownership since our last visit but still has an impressive menu to keep any biker happy...and no turkey! Nice mix of west Suffolk lanes, hopefully without a field growing along the centre of the road! May provide you with a chance to practice your wet weather riding skills

Leaving from Beacon Hill at 9:30, you can find the route **No12** on the club's [Routes and Waypoints - 2019](#) page. Details are also on the club's [calendar](#).



TYDD GOTE PUMPING STATION North Level District Internal Drainage Board



Tydd Gote Pumping Station and North Level Main Drain

Following the repowering of North Level's Cross Guns and Dog in a Doublet pumping stations RAND carried out a 4 year phased project to remove the original 1930's Crossley engines and install four 480 horse power Scania engines with Twin Disc speed reducers to drive the original Gwynnes pumps. Engine drive units are housed in separate attenuated enclosures.

The project incorporated full telemetry controls for the station and included installing Auma actuators to the sluice valves, vacuum pumps, bundled fuel storage tanks and pipework, control panels for the two electric pumpsets and a standby generator.



Main Control Panel and Two Individual Panels



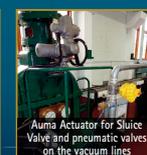
Electric Pumpsets Control Panel



The Repower Installation



Acoustic engine enclosure



Auma Actuator for Sluice Valve and pneumatic valves on the vacuum lines



Group Night - Monday 29th November

ROUTE WRITING COMPETITION

What's it all about?

6 to a team - one map per team supplied.

6 teams - 6 destinations: members will be allocated randomly on entry to the venue.

Each team to create a route suited to a motorcycle travelling between a designated start and finish destination.

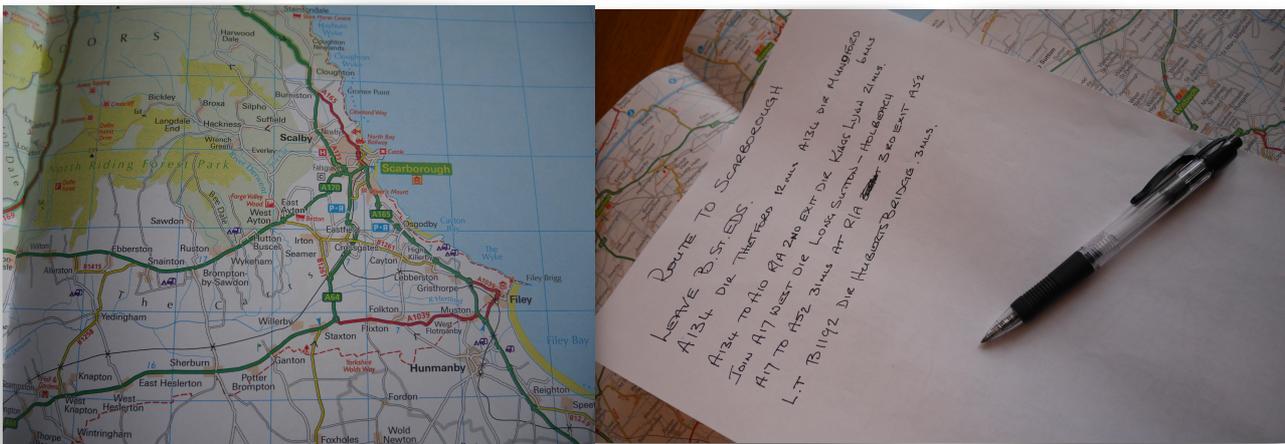
The route must be written accurately with a choice of 'A', 'B' and unclassified roads. Directions, and place names must make sense for anyone following the route to get to the destination.

Mileage and arrival time based on an average speed of 40 mph.

Anyone seen with a phone or iPad will be put on the naughty step.

The routes will be judged by our leading Route Writing Members - Brian C and Lee, G with a deciding vote by myself.

[Keith Gilbert](#)



Member's Forum

Update on a northern journey - Brian Carter

I posted some photos and info to Mr and Mrs G when I was travelling earlier this year, which they posted to our esteemed editor, with my permission. When I returned Colin asked if I would continue the writeup on the journey, this is it.

We left Santa with our list which he said we would receive on December 25th and headed west for Sweden staying above the Artic Circle. Entering Sweden we just rode across the border without anyone there, there were officials checking traffic headed in the other direction. We soon came onto roads that were being renewed, if it had been wet I reckon I would have had one or two offs as it is just soil that is compacted by vehicles running over it, the Swedish GVW is

sixty tons which is probably

better than having a road

roller. I think an asphalt layer is put on before the winter begins.

Our home for the night was a cabin in a forest with about three

hundred huskies for company, we weren't sure about provisions so

we rode to Kiruna and a supermarket. As we dismounted a smiling

lady asked where we were from and it turned out she was famous in

Sweden as a singer of Sami songs, with her assistant she was carrying

several very large plastic bags full of plastic containers which she

reckoned would be worth twenty euros at the recycling point.

Kiruna exists for one thing only, iron ore and unfortunately the

underground mining has caused the

original town to subside and the

Swedish government is slowly rebuilding a new town a few miles down the road. We were drinking a coffee when a young woman asked if we owned the motorcycles in the park. She drives a ready mixed concrete lorry in the mine and also rides a Harley, she is hoping to buy a Pan America and go travelling, she said she would like to do the biggest f*^ing trip she could. We found our cabin and luckily the huskies were friendly if a little noisy, they start work at the end of October to the end of March pulling tourists on sleds, the owner of the site told us if they exercised in the summer they would die of heat exhaustion.

It was cool and sunny when we left in the morning riding towards Norway, we often rode alongside the massive iron ore trains travelling to Narvik where the iron ore is exported from. Crossing the border into Norway we were surprised



Forest cabin with toilet facilities



Famous Swedish Sami Singer



Readymix Concrete lorry driver.

that it was unattended as we knew we needed our code Covid pass to enter. Lo and behold, about two miles down the road a policeman stopped us, he needed to see our passports and the qr code covid pass, the code pinged and we were in. When we left the Eurotunnel we didn't really know how far we would get, hoping to make Norway and we had. We rode into Narvik in sunshine and over coffee and cake decided to head south, the road was relatively traffic free and also very much a motorcyclists dream apart from the very low speed limits. There was accommodation available in Fauske and we found a motel come hotel.

We had discussed the previous evening using the coastal route, so we set off towards Straumen and



Crossing the Arctic Circle on the ferry

then travelled south, we used several ferries to cross the fjords and umpteenth tunnels and roads to die for. I lost Jason several times as he clambered up and down to take some wonderful photographs. The only downside was nowhere was open, and we couldn't find anywhere for food or drink. In our searches we found out almost everything is closed on Sunday in Norway, plus the holiday season had finished. We actually crossed the Arctic Circle going south whilst travelling on a ferry, everyone was on deck with their cameras as it is a small marker on some rocks.

Sunday evening's bed was in an unmanned hotel, I was emailed a code this opened the key box and with the key and we entered our cosy and clean room. We were both hungry and were lucky to find an Indian restaurant open, the food was very good and probably cost about one third more than in the UK. The name of the town was Mosjoen for anyone who wishes to follow our route. We looked for breakfast in the morning and found a hotel serving breakfast, Jason went to pay the bill and almost fainted apparently the receptionist thought we had stayed in the hotel and didn't realise we only had breakfast.



Cosy clean room in an unmanned hotel.

Our next overnight stop was going to be on an island north of Trondheim, the road was now becoming much less interesting, an electronically controlled gate allowed us to enter the causeway, the gates are to stop any unwanted visitors such as foxes. We found the owner who said we would be staying in a room in his house, we had a view of the fjord from our beds. There was also a micro brewery on site and visitors for tasting evenings, I tried an IPA which was 65% and a really nice drink. In the morning it was raining when we left and one of the tunnels was closed which meant we had a very slow ride for a couple of hours, it brightened up later and was sunny when we arrived in Oslo. Parking had been a problem more than once in Scandinavia and it didn't change in Oslo. We eventually left both bikes in a zone with a motorcycle parking sign and crossed our fingers. I fancied a beer and I had read that it is very expensive in Norway so decided to buy a can from the supermarket, the young lad on the checkout said I couldn't buy it! "Why" – we are not allowed to sell alcohol after six o'clock, so I had a Fanta.

Leaving reasonably early there was still a lot of commuter traffic going in as we came out, we avoided the motorway to Gothenburg and crossed into Sweden heading east, the road was quite boring so we



did a few miles on some forest tracks nothing too dramatic. We had a B&B in Gothenburg with the trams running directly past our gate, we showered and soon jumped on a tram into the town centre, by now it was quite warm. After being tourists for a few hours we ate and returned to the B&B. We were still the only people there and in the morning it was the same, a pretty young lady came in to prepare

breakfast solely for us. The family supposedly lived upstairs but we didn't see them, you can imagine Jason's reaction when he saw that the milk was oat milk, one type for cereal and another for tea or coffee.

I had arranged to stay with a Swedish friend I have known for more than thirty years, he lives about ten miles south of Lund and the countryside in that area is very reminiscent of Suffolk, there were even sugar beet fields. We



spent time in Malmo and Lund both places of interest. My friend was waiting for us and had prepared a nice meal, he does like a drop of red wine and as the evening progressed we both had our share. Jason seldom drinks alcohol but he did enjoy the evening apparently we did sing some of our favourite songs from long ago! He is a beekeeper and always produces over one ton of honey per year, or should I say his bees do, his

record is one and a half tonnes. Today's plan is to ride to Bremen where we had a Covid test booked for Saturday morning, we had to have this to gain re-entry to the UK. We stayed in a Turkish owned Hotel and it was a pleasant experience, found a Turkish restaurant in a shopping mall and ate something tasty, I knew it contained rice. The test centre was somewhere in the town and we joined the queue and within five minutes we were on our way to Made in Holland to stay the night with Jason's brother who lives there with his Dutch wife. Again it was sunny and warm when we arrived in Made and we sat in their garden and enjoyed a cool beer, his brother had only recently returned from working in and around Ipswich. Another convivial evening, Jason's brother does enjoy a drink. We arrived at Dunkirk around midday with about six cars in front of us, some who didn't have the correct





Jason's brother and sister-in-law.

paperwork which held us up and we only just managed to catch the two o'clock ferry. We said our goodbyes at Dover and came back down to earth on the congested poorly surfaced roads of our country. We set off not knowing where we would end up and did everything that we had hoped to. - *Brian Carter (CEO Carter Tours)*

NB MyRoutApp calculates Brian's northern trip at approximately 4800 miles. A few weeks after his return, Brian was off through France and Spain for a jaunt with friends: quite remarkable. Ed.



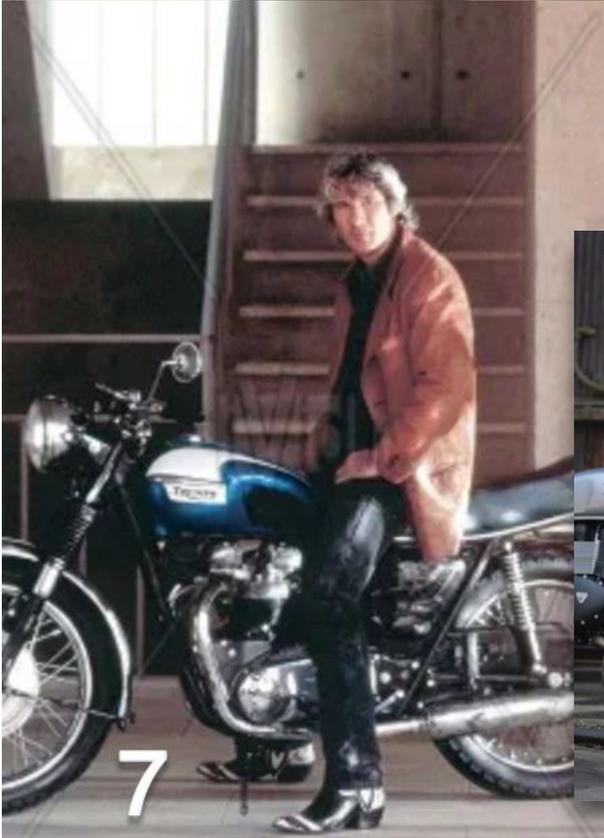
The Last Laugh Word

Many thanks to this month's contributors And next month's! It is quite a rare occurrence but we have three really enjoyable articles submitted this month, which I will hold over until the November issue. As a taster, John Walden poses a, perhaps, contentious suggestion about overtaking, Phil Sayer describes his journey from novice to senior tutor and, to round them off, Ray Spreadbury returns to a period in his motorcycling youth - for real!

I often get information sent on motorcycles and came across some well known faces that loved riding. Below there are 10 photos of people you may recognise along with a machine that I may have been able to identify, with the help of Dr. Google. Can you name rider and bike? The answers are on page 15. If you know of others (rider AND bike) please let me know

It's lonely sitting here, if you think you may have a story to tell, why not give me a call?





- 1) Buddy Holly - Ariel Cyclone
The Crickets: Jerry Allison - Triumph Trophy
Joe Mauldin - Triumph Thunderbird
- 2) Steve McQueen - Triumph TR6 Trophy
- 3) Tom Cruise - Kawasaki GPZ 900 R
- 4) Angelina Jolie - Triumph Street Triple R
- 5) Carrie Ann Moss - Ducati 996
- 6) Marlon Brando - Triumph Thunderbird 6T
- 7) Richard Gere - Triumph T120 Boneville
- 8) Ryan Reynolds - Triumph Thruxton Café Racer
- 9) Clint Eastwood - Triumph 650 TR6
- 10) James Dean - Triumph TR5 Trophy