

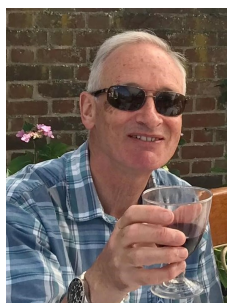
ROSPA
Advanced Drivers
and Riders

Suffolk Riders



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Chairman's Update.

We've had some lovely dry biking days this month, if a little chilly. I like to ride all through the winter, so I invested £70 in the 'All Year Biker' treatment at the Adventure Bike Shop in Acton – run by Cliff Batley (SR member). For my £70 they spent 2 hours deep cleaning the bike then treated it with ACF50.

In my view money well spent. If you want to book, give Cliff a call, don't just book on the web site, as he doesn't do it every day of the week.

We had a great group night on the 22nd. Keith had planned a route writing competition, but at the last minute went to a jazz concert instead, leaving Lee Gage and Brian Carter to pick up the pieces – which they did admirably. We had five teams, and the winners were David Wood, David Loney, David Ward, Jeff Martin, Karen Peters and Chris Broughton – they each took home a UK road atlas. Congratulations to the "Davids" team! Brian then announced that the second best entry was the route planned by the 'tea ladies' – Shirley Spreadbury, Linda Wood and Sue Sayer – very well done ladies...

At this time of year my thoughts turn to foreign trips. I've no idea what travel to Europe will be like in 2022, but my view is to plan for the best, and hope. Sue and I went to France for the weekend 2 weeks ago - it was all very straightforward and the only extra cost was £21 for a lateral flow test on day 2 of our return. I'm driving to Frankfurt via Belgium in December to collect my younger son and his dog (long story); I'll report back on that next month. Everywhere in France wanted to scan our NHS Covid passes, and from January you will need to have had your booster. The restaurants were all delighted to see us and take our money! I've booked rooms for the trip to the Ardennes from 20 – 24 May, and similarly I've rebooked the trip to the Dolomites from 5 - 15 September

that we had to cancel this year. I'm giving priority to those who had booked for 2021, but if there any spare spaces on both trips I'll send a mail round.

Our AGM this year will be on 13 December in Needham Market to elect Committee members for next year, and talk about plans for riding in 2022. After the AGM we will have a social evening with a buffet. So come along, tell us what you would like to do on your bike in 2022, and you are very welcome to bring a friend. Safe riding. *Phil*



November Events

Social Ride Tydd Gote - 22/11/21 – Steve Last

On Monday 22nd November a group of eight members left Tesco Stowmarket for a second visit to Tydd Gote Pumping Station. The morning was cold but dry and sunny and despite the traffic and roadworks we arrived at 11am. Paul Sharman and Dean welcomed us providing hot drinks before giving us a tour of the station and demonstration of one of the diesel drive pumps. He told us about the station, when and why it was built, what was there before the station, the rise in fuel and electricity costs and the future problems coming with climate



change and the move away from fossil fuels.

Paul then showed the group one of the 48"



Gwynnes pumps which was dismantled. The impeller and shaft being removed for repair to the journals and bearings. You could see the intake water level below the station and the actual gate of the discharge valve. Following this Paul explained that he could start any of the pumps from home, his office or locally automatically or if there were problems any of the pumps could be started manually. A diesel drive pump was then started automatically and then we went up on the bank to see the discharge of 200 tons of water a minute into Foul Sluice before it drained out of the gates on the River Nene at low tide.



Following the visit 6 of the group called at Arbuckle's before making our own way home.

The following day I wrote to Paul thanking him again for another interesting and successful visit and received this reply later that morning.

Good Morning Steve,

As always, it was good to see you yesterday, and if you

want to make a return visit next spring/summer, then you are more than welcome.

Dean and I both very much enjoyed the morning, talking to people who have never been to the site before and who were clearly very interested and engaged with what we are trying to do. Sometimes it is good to get away from the desk, and while there is always something requiring attention, days like yesterday are a very welcome distraction from the mundane.

Thanks very much for the email, it is always refreshing to hear people have enjoyed the visit and if they can help 'spread the word' as our industry remains largely unheard of by most people, including the communities we serve!

Kind regards,

Paul

Paul Sharman | *Chief Executive*

North Level District Internal Drainage Board

Drainage Office, Station Road, Thorney, Peterborough, PE6 0QE

At the Group Night that evening two members asked if there would be another visit, so yes there will be in the spring. I'll be pleased to collect names in the meantime with a view to arranging a firm date.

Thank you Neville for the photos.

Group Night - 22nd November - Route planning competition.

Unable to attend, I was told that members enjoyed the challenge. Not quite enough to make up five full teams of six, Lee G, who managed the contest, gave the last set to the 'tea ladies.' As you read in Phil's update, they came second!!! So well done. Talking to Keith a little while ago he said he might look over the entries and perhaps highlight some of the good, bad, and downright ugly. Watch this space. - Ed.



December Events

Group AGM - 13th December 2021

I am writing to give you the required 14 days notice of the 2021 Suffolk Riders Annual General Meeting (AGM). The AGM will be held at Needham Market Community Centre, School Street, Needham Market, Ipswich, Suffolk, IP6 8BB on Monday 13th December starting at 7.30 pm. The meeting will be followed by our annual social get together, with a chance to catch up with friends old and new over a drink/tea/coffee and something to eat. This year the Committee has decided to buy in the mince pies etc, so we will not be calling for contributions of food. In order we provide sufficient food, please send an email to me at secretary@suffolkriders.co.uk and let me know if you plan to attend, and if you are bringing a guest (all guests are of course very welcome).

Suffolk Riders AGM Agenda:

- Apologies for absence
- Approval of 14th December 2020 AGM and the 22nd March 2021 EGM minutes, which are available on the [Members Only](#) page of the Group's website at this [link](#).
. NB you must be registered (i.e. click the 'Sign Up' button and fill in the form) as a member before you can access the files.
- Chairman's report including review of 2021 events and 2022 objectives
- Training Officer's report
- Treasurer's report, and acceptance of the Group's accounts for 2021
- 2021 Events review
- Acknowledgements and awards
- Election of the committee*
 - Chairman
 - Secretary
 - Treasurer
 - Training Officer
 - Membership Secretary
 - Webmaster
 - Social media
 - Events
 - Publicity and Marketing**
- Brief Outline of Plans for 2022
- Questions and AOB

* If you are interested in joining the committee for one of the above roles, please contact me or another committee member by email or phone to discuss what it involves.

****Your committee has agreed to create an additional role – that of Publicity and Marketing Officer – to focus on the promotion of the Group’s activities and to increase recruitment of new members. We Nominations for Suffolk Riders Committee:**

Nominations for committee roles will need to be completed before the AGM by replying to this email – you can make multiple nominations if you wish. Please ask the person you wish to nominate for their agreement before you submit their nomination. For a candidate to be considered two nominations must be received (one in the form of a proposer and another will act as a seconder), so please arrange for a seconder to confirm by email that they are willing to second your nomination.

The deadline for nominations is the start of the meeting, that is, 7.30pm.

If you have any questions that you wish to ask the current committee at the AGM, or wish to raise any issues for discussion under "Any Other Business", please send these to either Phil Sayer (chairman@suffolkriders.co.uk) or myself (secretary@suffolkriders.co.uk) or give them to us in person by the same deadline.

We look forward to seeing you all at the AGM.

Yours sincerely,

Chris Austin

Secretary, 077 60 61 62 06

Other December Events.

Keep your eye out for emails and refer to the [group’s calendar](#).

Breakfast Run – [Rutland Water Garden Nursery](#), 12th December.

GTR to [Marlesford Café](#), 19th December.

A social ride - Twixt Christmas and New Year - 28th Dec.

Suffolk Riders

Today | Monday, 29 November | Print | Week | Month | Agenda

Monday, 6 December	19:30	Committee Meeting
Sunday, 12 December	10:30	Breakfast Run - regional
Monday, 13 December	19:30	Group Night - AGM
Sunday, 19 December	09:30	Group Training Ride - Marlesford Café
Tuesday, 28 December	09:30	Breakfast Run – Twixt Christmas and New Year
Sunday, 9 January 2022	09:30	Breakfast Run - Goodies Food Hall
Monday, 10 January 2022	19:30	Committee Meeting
Sunday, 16 January 2022	09:30	Group Training Ride - route TBA
Monday, 24 January 2022	19:30	Group Night - Quiz Night.
Sunday, 13 February 2022	21:00	Breakfast Run
Monday, 14 February 2022	19:30	Committee Meeting
Sunday, 20 February 2022		

Events shown in time zone: United Kingdom Time

Welcome!

A warm welcome to new members - **Thomas Filby, David Richards & Kevin Johnson**. 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.*



A very 'well done' to **Steve Cook, Brian Carter, and Trevor Fisk**, who have all passed their 3-year test with a gold. Also to **Mark Vincent & Adrian Carey** who achieved gold, moving from associate to full member. If you would like to put faces to names for our recent test passes, head over to the club's [Roll of Honour](#) page.



Member's Forum

Novice to Senior Tutor – My Motorcycle Diaries - Phil Sayer

I never expected to become a senior tutor. Even now, I'm not quite sure how I got here. But to start at the beginning. I was 16, in those far-off days you could ride a 250 on L plates. All my mates bought



Royal Enfield Crusader Sports 250

Bantams, BSA C15s, Ariel Arrows, even Triumph 650s with sidecars. I wanted something different. I saw this 1960 Royal Enfield Crusader Sports advertised for £65. With the chrome tank and the dropped 'ace' bars, this bike looked special. It wasn't of course, but I was hooked and bought it anyway. It leaked oil continuously, the gearbox was shot and finding neutral was a nightmare, and I loved riding it. But after 18 months I realized it had no appeal with the birds. Girls in those days seemed to prefer going in a warm dry car to riding on the back of a bike in the cold and rain, never understood

why. I turned 18, sold the bike, took my car test and bought a Mini, and then met Sue. We are still married, but she's never been on the back of any of my bikes. A ride on a previous boyfriend's Bantam scared her off bikes for life! Or was it the bit about getting cold and wet?

In the late 70s we lived at Pin Mill. We had a baby and one car. I bought a [Honda CD175](#) to ride to work – every day, through rain, hail, snow and ice. The gloves were rubbish and heated grips hadn't been invented. I use to run my hands under the hot tap when I got to work to get some life back into them – oh I still remember the pain. The bike was OK and would do 55 with a following wind, but the finish was rubbish and the silencers rotted to nothing from the inside out. Moved closer to work and bought a racing bike, sold the Honda.



Honda CD 175

Fast forward twenty-five years. My son Richard bought a Baimo 125 to learn to ride. It was an awful bike styled like a Harley and with handling to match, but it was a motorbike! I became his spanner man to keep it on the road. I used to sneak it out of the garage and ride it when he was away, just to road test my repairs you understand, but its inability to go round bends scared me witless. Needless to say, I started to think and talk about getting a bike again, just the usual middle-aged crisis I guess. Richard passed his test and bought



Baimo Renegade 125

a 2001 Triumph Bonneville. Naturally I ended up as the mechanic on that one too. Then in 2008 I foolishly lent Richard some money so he could take a trip off-roading in the Atlas Mountains in Morocco. (Why does he have all the fun and I pay the bill?) He didn't have the cash to pay me back, so he persuaded me to take his Bonneville to settle the debt instead, telling me: "Dad, you've talked about getting another bike for years". It was a good choice for a bike to learn to ride on again, heavy and not

too fast. I enjoyed working on the bikes almost as much as riding them, and I also bought a 1978 T140E Bonneville to restore, but that's another story. I rode the Hinckley Bonneville all that summer, and tried a few motorcycle clubs to go on ride-outs, I but didn't seem to fit in any of them as the members tended to be



2001 Triumph Bonneville

younger than me and crazy riders as well.



My T140E - at the Copdock Bike Show

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The following Easter I went to the Bury Bike Show (behind the Greene King Brewery), and started talking to a guy called Paul Newman on the Suffolk RoADAR bikes-group stand. He convinced me to take a free try out ride. A few weeks later I turned up at Rougham Airfield and a certain Ray Spreadbury took me for my ride. I don't think he was very impressed with my riding, but persuaded me to join, and foolishly agreed to be my tutor. I joined SAM as well and started going on every social ride I could find, and graduated to hanging to Vini Evans' tail lights through fast bends – in those days Vini's

group was called 'the fast group', a description that would be frowned on these days. Passed my IAM test and then took my RoSPA test too (don't ask after how many rides) and got a silver with which I was very pleased.

My riding and confidence improved steadily, mainly by going on social rides every weekend and following every good rider I could find, so I could learn from how they rode. I started going on longer all-day rides and on trips away like the annual Highland fling to Scotland. Four years and many thousand miles later, in 2014 Keith Gilbert suggested I train to become a tutor. I was surprised he thought I was up to it, but I concluded that they were clearly desperate for new tutors at the time. I liked the idea of giving something back to the group by way of thanking the tutors who had put up with me and taught me to ride, and thought my experience might help other folks who were not natural born riders. I passed the course, and started to spend my spare time following nervous associates round all the known bends and tea shops in Suffolk. It wasn't all plain sailing. One of my associates had a highly critical cross check and never came back. I had one

associate in his twenties who was probably born on a bike, a lovely rider. I tried without success to persuade him that you didn't need to do 100 on every overtake, but he gave up riding with the group after coming off on a bend at speed and writing the bike off while breaking his leg (not while he was riding with me I hasten to add). Then it settled down a bit and I was delighted to see that most of my associates were getting golds. Must be doing something right, perhaps I'm a better tutor than I am a rider!

In 2011 I sold the Bonneville and bought a Tiger 800, then 4 years and 25,000 miles later another one, which I started taking abroad with the group to France, Spain, Holland, Germany, etc etc. Keith persuaded me to start organising my own European trips, starting with a jaunt down to the Millau Bridge in Southern France. One day Keith tried to persuade me to try a BMW 1200GS. "Why do I want a bigger and heavier bike?", I asked him, the Tiger's fine for me. Then my son Richard bought Derek Bailey's old GS1150, and asked me to keep it exercised for him while he went to India for 3 years, and could I restore it at



My Tiger 800 - in Scotland

the same time please? So naturally I started riding it whenever I could. As you've probably guessed, I had an epiphany (OK a light bulb moment if you must) on the road to Beacon Hill. The GS went round corners like it was on rails, it was so relaxing to ride that I could ride it all day without getting tired, and suddenly after years of wobbling I could do full lock turns in the road. Please Santa I want one! Sue told me to stop going on about it and go and buy one before I was too old to enjoy it. Didn't need to be told twice. Called in at Reiten the same day, bought a 2 year old 1200 GS. Silly money of course. I decided to sell my much loved 1978 T140E to make up the difference, but I'd finished working on it, and after 10 years I think it needed a new home anyway. I rationalised the sale by saying that one bike is enough for me anyway, you can only ride one at a time! The GS is everything I hoped it would be. It is not at all heavy once it's moving (honestly guvnor), anyway so what if it is a little bit heavy, it pulls like a train and goes round bends like its on rails so who cares? The first year I had it we went to the MotoGP in the Czech Republic, and came back via Austria and the Black Forest. I've had it for three summers now, and I'm up to 40,000 on the clock. What next? Don't tell me I've become a GS bore like Keith! Those 1250GSs look good, don't they? Maybe next year...

Seven years and many associates later, we had a minor crisis in the group and lost several senior tutors. Keith suggested I take the RoSPA advanced tutor test. "Are you sure I'm good enough?" I asked him. Were they desperate again I wondered? He took me out for a ride and made lots of obvious mistakes. I talked him through them. I think he was happy with my feedback (though with Keith you are never quite sure). So on the first of September I found myself taking the advanced tutor test, and once I got over the "what the heck am I doing here?" moment, it went smoothly and I passed.

So there you are. It would appear that I am now a senior tutor. Just done my first cross-check. It was exactly like taking an associate out for a tutored ride, spot the faults, try to give encouraging feedback, same old stuff. The moral of the story? If I can become a senior tutor, probably most riders can. All you need is to ride about 80,000 miles and have good riders to follow, and learn by example. And it's much easier on a GS, of course...



With my 1200GS on the Yorkshire Moors

My Velocette Years - Ray Spreadbury

When I was 15 in 1957, I heard that my math's teacher Mr. Slade, wanted to sell his 125cc BSA Bantam as he was finally trading up to a car. We agreed a price of £5 and he duly delivered it to my Nan's house complete with his old pudding basin helmet, cracked MK8 Goggles and ex War Department dispatch riders' gloves.

Why at Nan's you say?

Well, it was because she had a big back garden (100 yards running down to the Metropolitan Railway at Wembley Park) and the Law said I couldn't legally ride on the public highway until I was 16, and had some insurance.

I soon discovered that the fun of ripping up and down her garden was considerably enhanced if you removed the silencer, revved the engine some more, built a few artificial jumps with half buried oil drums and pretended you were Dave Bickers, the champion Greeves scrambles rider in the 1950's.

When I was 16, I got a Provisional Driving License, 3rd party insurance and was allowed onto the highway at last. But I soon discovered

that the Bantam sadly ran out of steam between 45 and 50mph downhill on Wembley Hill Drive with the proverbial following wind, so it had to go. I had to have some more power, more speed, more street cred, as the current saying goes.



Dave Bickers



I soon passed my Motorcycle Driving Test, by going round the block three times on Harrow Highroad with the examiner hiding in shop doorways trying to catch you out by jumping in front of the bike, to check you knew about emergency stops. Anyway, in those days there were no restrictions on engine size, so I looked around for a REAL bike. I heard that a friend of my cousins was selling a Velocette 350cc MAC of 40's vintage, but he had fitted Matchless telescopic forks and done a

reasonable job of spray painting the frame, oil tank and petrol tank. We settled on £45 for the Velo but I can't remember now what happened to the Bantam.

The Velo was a completely different beast, resistant to starting when cold and even harder when hot, but boy, could she go..... I could now do 80mph down Wembley Hill Drive – a 30mph limit, but who cared? I had to learn the intricacies and mysteries of manual advance and retard magneto ignition, exhaust valve lifter to enable you to kick it over and the Velocette secret system of starting the 350cc single. I recall it also had an unreliable dynamo to charge the battery for the lights, no electric starter in those days I'm afraid. The gears of course were on the right, 1 up, 3 down with the rear brake on the

left. (Don't know why we switched this round, could be something to do with the Japanese bikes shortly to appear on the UK scene).

The Velo was used to go to Brands Hatch race meetings and various scrambles and grass track meets plus of course the Ace Café not too far from Wembley. At last, I had that street cred I craved for, but to my surprise, the birds didn't come flocking round for a ride. I wonder why,.... could it be the oil leaks or God forbid was it my riding, or even was it me?



A year or two later I went to University in Liverpool. I decided I would store the Velo in Nan's garage along with my boots, fisherman's white socks, white silk scarf etc and she gave me £100 to buy a Triumph Tigress 250cc OHV scooter. It was also necessary to buy about 6 mirrors in those days, a blue ex RN duffel coat and a better helmet and gloves, but I kept the MK8 goggles. I was no longer a Rocker but rather I had arrived as a Mod! I rode the scooter up to Liverpool in pouring rain with the only motorway being a short stretch of what is now the M1. I

decided then, all those future journeys with the scooter will be on the train between Liverpool and London. Again, a year or two passed by and I knew that my Nan and Grandad had move house in Wembley, so on my next holiday from Uni I called round to check out the Velo.

To my surprise, it wasn't in the garage at their new house. "Where's the Velo Nan" I asked. "Oh, as you were using the scooter now, I paid the Rag & Bone man a couple of pounds to take it away when we were moving, you didn't want it did you?"

I thought she was joking at first, but no, I had lost my Velo, my pride & joy, and couldn't really complain I suppose as she had paid for the scooter.

Fast forward 30 odd years. The scooters long gone, I'm a car driver, a fast car driver, I'm thinking of early retirement and I'm thinking bikes. My method of persuading Shirley when I desperately need something, is to drip feed it for a few weeks until she accepts that yes, notwithstanding her objections, it is going to happen. "But you don't have a Driving License for a bike! "Oh yes I do, I used to have bikes before we met, and it's still on my Driving License"

There then followed a succession of bikes, a Ducati, a Kawasaki Ninja, R1150GS, R80GS, R100GS, another R1150GS, a couple of KTM off roaders (back to my dreams of Dave Bickers), a Greeves project bike (Dave Bickers again) and several KTM road bikes culminating in my current KTM, the 790 Adventure.

But, at the back of my mind, I was still festering over the long lost Velo. Fuel was heaped on this fire by my neighbour, Mike Anthony of this Parish, who has a Velocette Venom (500cc) Clubman in his bike stable. His Venom had



languished for 30+ years in a deep slumber until Mike (ably and occasionally assisted by me of course!) borrowed a roller starter and he/we got it going again, complete with Velo oil leaks, nonfunctioning dynamo, sticking speedometer etc

I thought I must do something about these Velo withdrawal symptoms I was suffering and get myself one. I borrowed Mike's Velo Owners Club magazine and located a 1962 Velo Viper (350cc) Clubman in Leics.

After exchanging Emails with Arthur (the Vendor) and getting some photos I decided to go up and see it, accompanied by my resident Velo Guru Mike Anthony, from next door.

Arthur turned out to be one of life's great characters, a very skilled engineer and a 5ft 2" welder who had bought the bike in 1973 and then spent 21 years on and off, finally finishing refurbishing it in 1994. He then rode it for about 10 years mostly on Club runs and shows. The bike was then SWORN until 2019 and afterwards used by him again for a couple of more years. Sadly, the years have caught up with him and arthritis is now forcing him to give up bike riding, hence the sale. My Velo Guru Mike tried and failed to start the bike, but little Arthur, using all his 7 stone had no trouble, but then, he knew his Velo's secret starting procedure!

She's a beauty as I'm sure all will agree when I get it in a couple of weeks.



1962 Velo Viper (350cc) Clubman
(with clip-on handlebars)

I just worry a little bit about that secret Velo starting procedure..... will I still be able to do it?

What about my bad hip?

Will my back cope with leaning over to reach the clip-on handlebars and rear set footrests?

Will I remember to change gear with my right foot and brake with my left? Only time will tell but hey, I've always believed that life is for living whilst you've still got the time.....

There could be a sequel here? - Ed

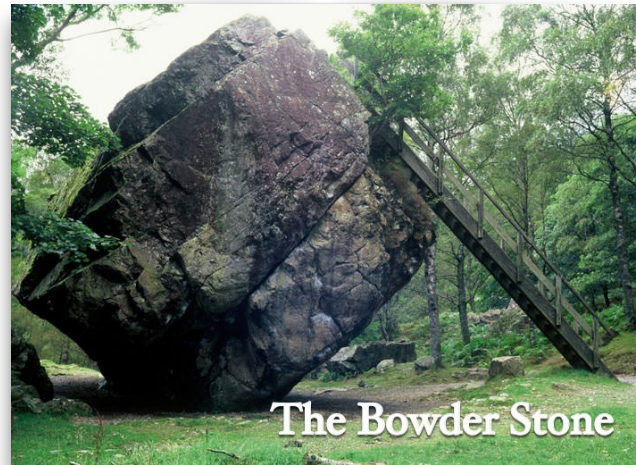


A real beauty
(could restore some street cred - Ed)

*It makes you think... Stephen Worrall***(Nothing to do with motorcycling...and everything to do with motorcycling!)**

Picking-up on one of the subjects in last month's Newsletter and Group Night I thought I would share with you an incident I witnessed whilst on holiday in the Lake District this November.

Veronica (my wife), Bertie (my dog), and me (myself), were walking down a track from the Bowder Stone in Borrowdale when we came upon half a dozen walkers surrounding a man lying on the ground. One of the walkers was on the phone to the emergency services and giving the casualty CPR. The casualty was a cyclist (alone) who had fallen off his mountain bike and possibly hit his head on a rock (no helmet), he was apparently unconscious but emitting sounds and gurgles from his mouth with the chest compressions.



I immediately thought of the Biker Down courses I had attended, would I have been confident enough to take charge if we were first on the scene, we must have been only minutes away when the incident happened? The 999 operator was advising the helper how to treat the casualty, and help was on it's way, although there was some difficulty in describing the exact location. I felt the only helpful thing I could do was walk down to the road and flag down the ambulance and direct the emergency services up the track.

Along with two other walkers we waited at the roadside straining to hear a siren approaching. What we heard was a helicopter! An Air Ambulance appeared between the mountains circling the area, so I waved my red cap (the only bright object anyone was wearing) in the direction of the casualty. After several approaches it was clear it could not land, but then we heard a siren and a dark blue BMW covered in blue lights appeared around the corner and came to a halt at the foot of the track. I gave directions to the Doctor who grabbed heavy rucksacks as an unmarked car arrived with a first responder. Together they carried several bags up the track whilst I kept an eye on the Doctor's open booted car, whose engine was still running! The Air Ambulance returned to base.

Then there arrived at intervals, an unmarked van and Mountain Rescue Landrover, later an Emergency Ambulance and finally another Ambulance Car! From the 999 call it had probably only taken something like 15 to 20 minutes for the Air Ambulance to arrive, with the Doctor following not far behind; an impressive response time in remote countryside!

At one point the Doctor returned to grab more bags from his car and I offered to carry one large heavy rucksack up the track. Much to my relief, halfway up one of the responders took it off me, I realised I was no longer as fit as I thought, unable to run with it, as they were doing! We returned to the road, and as each new arrival had taken what looked like identical heavy packs and equipment up the track, including a two-piece stretcher, we thought it might be getting crowded up there!

With the arrival of the Ambulances we decided we might as well continue on our walk, so we do not know the outcome of the incident. But it served to make me realise I need to refresh my Biker Down

training; it could be 'you' who arrives first at the scene of an accident, it's not always someone else! I'm also thinking of updating my iPhone! Whilst I take pride in bucking the trend of buying the latest phone every year, my old phone is not compatible with the 'What Three Words' application; could I otherwise have given an accurate location to the 999 operator if I was in a more remote location, or a location I was not familiar with?

It makes you think!

I will be enrolling on another Biker Down course in 2022, updating my phone (not for a new one!), and I made a donation to the Air Ambulance. Anyone want to join me on a course in the New Year?

Stephen

And Now for Something Completely Different - Cliff Batley

After years of riding Adventure bikes I fancied a change, I've done off-road trips in Spain and plenty of track days, mostly on GS's over the last decade but only a few decent long rides. I got the taste for distance riding when at the age of 19 I bought a second-hand Honda GL1000 Goldwing, the then girlfriend and I went all over the country on that bike, other sportier bikes followed but the distance bug stayed peaking with a 921 mile ride on a CX500 (nice soft seat that was comfortable for hours of riding). On a GS I have ridden 1829 miles in four days riding to the south of France, 771 miles in a day riding to Garmish, having not done any really long rides for about five years I decided that is what I fancy doing, my knees are not up to off road anymore and although I have enjoyed the sensible BMW Club track days I decided that I now want to make any time I have spare for just doing a few long days in the saddle.



Honda GoldWing



BMW K1300GT - Continent Crusher?

Best laid plans of Mice and Men! I have wanted to do the four points, north, south east and west for years but never got around to it, when I took a K1300GT in part/ex earlier this year I thought I had got the touring bike I wanted without tying up a vast amount of cash, I booked myself in to the [Rob Roy Hotel](#) for the [BMW Club Scottish](#) weekend in May, but it was put back to July, I only had the chance to take the bike for a relatively short ride with Jenny on the back, my first decent ride I did on the 1300GT was to the BMW Club NCM (National Committee Meeting) at Appleby less than a week

before starting the ride. Unfortunately, by the time I got to Appleby my knees were killing me, a rethink was required, the first and obvious choice was to do the ride on my 1250GS, I know it would have completed the ride easily but the thought just did not appeal to me, While at the NCM I took the opportunity to ride a 1600GTL, there was more legroom that I expected, and my knees were only at 90 degrees, it instantly felt more comfortable.

To cut a long story short by the following Wednesday I was at a BMW dealer on the south coast that shall for now remain nameless to collect a four month old K1600GTL and off I went to do the four points plus Lands' End and John O Groats, the more miles I put on the GTL the more impressed I was with it, the power and especially the handling impressed me more and more and the miles racked up, averaging just under 50mpg was also very impressive, in the end I covered 2232 miles over five riding days with one day off in [Aberfoyle](#), I managed to get to all four points, South, West, North and East plus Lands' End and

John O'Groats but there was a problem! While having a day off and reading the owner's manual, I noticed the first service had not been done until the bike had 1409 miles on the clock, that, I knew, meant there was no BMW warranty on the bike, following several emails and a couple of heated telephone conversations, I put the GTL in the van and took it back to the dealer where I left it following a conversation where they tried to tell me the bike was still under warranty and that they would give me a new owners book with 800 miles stamped in it !

Over the following week we came to an agreement and most of my money was refunded to me and I purchased a brand new 1600GTL from Reiten, The new GTL now has about 1500 miles on the clock and I am now enjoying owning a 1600GTL, a bike I had not even thought about just a couple of months ago. Considering its size, it's an amazing bike, you really can make progress on it though that size counts against it when the roads are small tight and twisty. The ride to the [March Hare Café](#) with Keith across those bumpy fenland roads showed the limitations of the suspension: so a [Wilber rear shock](#) will be fitted this winter. I might even change the front as well. It will also receive a [Denali CANsmart](#) to control the extra lights I will be fitting; although the standard screen seemed ok on the four points ride I fitted an [Aeroflow taller screen](#) and winglets which makes a worthwhile improvement

Jenny likes being on the back of the GTL and much prefers it to the back of the 1250GS, as she has given up riding it was important to me that she could still enjoy getting on the bike and of course I still have my 1250GS and an R100GSPD so I have the choice to ride the bike I fancy riding. It has to be said that the 1250GS is the Swiss army knife of motorcycles and is therefore much more versatile than the K1600 but they are very different animals. Before trying the 1600GTL I figured I would choose the 1600GT, but the riding position was more sporty, not as bad as the 1300GT, but I figured I would need to lower the pegs to give my knees a bit more room and I would almost certainly end up fitting bar risers as well: the angle of my knees was much better on the GTL and that was the deciding factor.

The engine is almost a work of art, it looks good with the **6** on the side; the power and smoothness is highly impressive and the pro assist gear shift works much better on the K1600 than it does on the Boxer engine; the side loading panniers are crap really when you are used to top loading panniers and



the seat is only reasonably comfortable. I fitted the high seat that has an extra 30mm of padding but it's just too firm, like all modern bike seats. With my [Moto Skiveez](#) on, I can do 400 to 500 mile days without the numb bum becoming a major problem; without them I would not want to do a 500 mile-plus day, which is disappointing for a bike that looks like you should be able to ride it all day and get off as fresh as when you left home. Ideally, I would like to get a [Russell Day Long saddle](#) for the bike and then maybe I will do an [Iron Butt ride](#) and break that 1000 miles in a day – it should be the ideal bike for that.

If you have never tried a 1600 I would recommend it, that engine is a stormer and the bike handles and is much easier to ride at slow speeds than you would ever expect. For years I had dismissed the 1600, especially the GTL version but once I tried one I was hooked.

*Intrigued, I asked Cliff how big he was – 6', weighing in at 14st 13lbs, and an inside leg of 30". With my diminutive 5' 6", weighing 9st 6lb and an inside leg of 26", I could only ever dream of riding such a machine – it's nice to dream.
Ed.*

Technical Corner

To overtake or not to overtake, something to consider or a toothy problem? - John Walden

Sorry if I am “telling Granny how to suck eggs” so please bear with me.

On a recent ride out with a mate he asked if I might give him some feedback on his ride. He is a full member of RoSPA and IAM, so is fully aware of The System and ‘Roadcraft’

After a very impressive ride, I asked him to talk me through a particular overtake that he had demonstrated.

“I was following the red hatchback through a 30mph posted speed limit. I kept to the following position based on ‘the two second rule,’ until I could see the beginning of the ‘National’ speed limit sign approaching. The road ahead was clear with no static hazards and no moving hazards. I mean no oncoming vehicles. No other vehicles were behind us so I wasn’t going to use my indicators. Mine and the car’s speed was 30mph and I was in 3rd gear on my bike. I moved into the following position and at the National speed limit sign I moved to the offside lane. Once my bike was upright again and moving in a straight line, I accelerated toward 60mph, holding 3rd gear. Once clear of the car, I returned to the nearside lane and block changed up the gears to match my speed”.

All text book stuff and a perfect demonstration of the 3 stage overtake, and all went well.

My next question to him was, what could have gone wrong. He looked a bit quizzical, so I asked whether he had seen the car anywhere other than in that 30mph section of our ride. “No”, says he. Well, how do we know what speed he might want to do in the ‘National’ says I? “Now I see what you mean” says my mate, “that car driver may well have accelerated hard out of the 30 limit, but probably nowhere at the same rate as my bike, but I see where this is going now. I may have got to 60mph, the legal maximum speed for the road, but the car driver may not want to stick to this limit and be chewing away at my number plate” Yes, I didn’t want to pee on his chips so to speak, as it was a very tidy and well executed overtake, but as nearly all motorists think us bikers are nutters, let us not give them more reasons to believe it. We are, after all, ambassadors for RoSPA and for all bikers out there.

As there was plenty of time and the road situations allowed it, perhaps just hold back for a few seconds to see what the car driver is likely to do in the ‘National’, then go for the overtake.

In ‘Roadcraft’ and section 3 (Information, Observation and Anticipation) it describes Planning and suggests you take into account:

“What you can see”

“What you can’t see”and...

“What you might reasonably expect to happen”

In our overtake situation....."what you can see" is a vehicle travelling at the maximum permitted speed in a 30mph area, with a potential overtake opportunity at the beginning of the National speed limit.

"What you can't see" is what that driver has done before in the National speed limit.

"What might you reasonably expect to happen" has two possibilities, will he get to 60 plus mph or will he never get to 60?

As it happens on this occasion my mate got it right, the car driver was soon far behind as he got to 60mph.

We then discussed the reverse situation as if we were following a slower moving vehicle, say at 45mph, in the 'National' and some distance before a visible posted speed limit...say 30mph. Plenty of time to get the overtake in before slowing using 'The System' to enter the posted speed limit at the correct speed.

Again, but in reverse, "Have you seen what speed that driver is likely to adopt through the 30mph limit?" If No, perhaps avoid the overtake rather than have the driver chewing at your number plate, cursing those daft buggers on bikes, 'cos that driver travels at 45mph **everywhere**. Another case of "what you can see, what you can't see, blah de blah....."

Just food for thought and for **consideration**.

Anyway, when I wrote this I used the phrase "teach Granny to suck eggs". So time for a 'google' as to where this comes from methinks. Apparently in the 1700s when oral hygiene wasn't what it is now, most older folk ('Grannies') had lost all their teeth, so they learnt how to suck raw eggs to source their protein intake.....and there's me talking of people '**chewing**' at your number plate!!

Well, I got there eventually.....wake up you lot at the back!! - *John Walden*

An ICE QR code for your helmet – Colin South

In last month's newsletter describing the 'Biker Down' presentation by Jon Southgate, he mentioned the use of a QR code, mounted on one's motorcycle helmet (or anywhere a paramedic might easily spot), as one of the methods for passing on essential information in case of emergency (ICE). I thought it such a simple and effective idea that I would investigate obtaining one for myself.

These can be easily purchased on-line, this [link](#) will take you to a site selling two for £10: a very cheap insurance. But I have a LabelWriter that I use in an attempt to record where all my paraphernalia is stored. So the challenge was – could I make an ICE QR code with my details on?

There are two types of QR code, one stores a URL, pointing to a document containing the information you would like a paramedic to see, and the other is just a text translation of the same information. The advantage of a URL is that you can update the information at any time, whereas text is just that, text: any changes, create a new QR code. The problem with a URL is you need a place to store the document, if you don't have your own website, where should it go? Assuming we could be within data protection law, our website is one obvious location, but there are other considerations why one might not want to go that route, so text is good – methinks.

What text should be included? I found the following from the website of an [Emergency Medicine Physician](#), who stated what he would want.

- Your emergency contact’s name and their relationship to you (i.e mother, spouse)
- Your emergency contact’s phone number
- Your address
- Your allergies
- Any medical conditions
- Medications you take
- Blood type

Not having any allergies I added Hospital No. Ips. XXXXXX & NHS No. Xxx xxx xxxx

- * Wife Pat [redacted] 0499
- * Daughter Claire [redacted] 376
- * Address: 15, [redacted] G
- * Lumbar fusion
- * TRH replacement
- * Hospital No. Ips. [redacted] 08
- * NHS No. 442 6 [redacted]
- * Blood O RH+

Pasting the information into a free [QR Code generator](#), I downloaded, et voila:-

Download QR Code



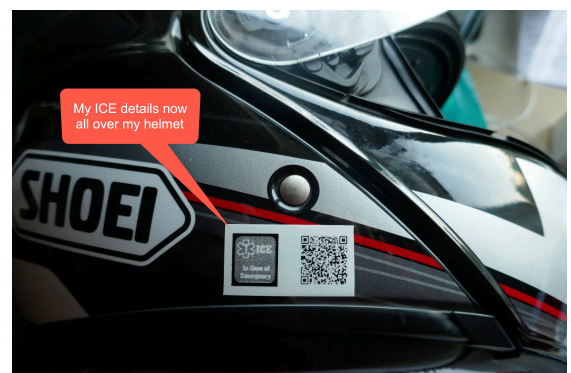
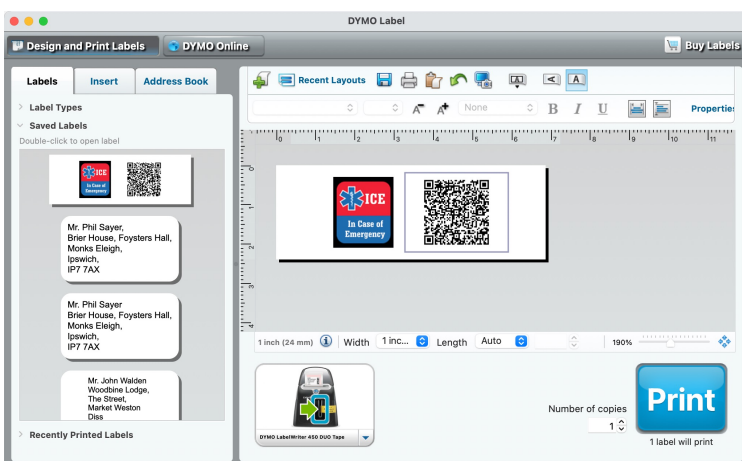
Error correction code: L (recommended) | Foreground: 000000 | Background: FFFFFFFF
 Border: 1 | Download QR Code as: SVG, EPS | Download QR Code as: PNG, JPEG
 Size: 400

Note: You can use the QR code completely free of charge (commercial and print usage allowed).

Now to generate a label. Using a design from a commercial version, I created this image. Add the two together on my label writer software. And we have the finished product.



If I have a concern it’s the backing glue, good enough for inside the house, NB very strong, but will it hold up in the pouring rain? If you would like help to create one for yourself, please get in touch. *Ed.*



The Last Laugh Word

Many thanks to this month's contributors, from regulars and new. When my mind went over John Walden's piece on overtaking, I immediately thought of a couple of riders who might disagree! And, Ray's beautiful Viper made me wonder for how long I could ride with clip-on handlebars. Cliff Batley's transition to a BMW 1600 GTL is full of useful information. Personally, the reference to Moto Skivees set me searching, and understanding why my 'touring bike,' is really an 'adventure bike,' and why it is still so uncomfortable.



Well, this is my Swan Song. Apart from a couple of guest editors (to whom I'm enormously grateful), I've edited 25 issues of your newsletter, and served as webmaster since January 2018. The latter I was drawn to when Jon Jamin became chairman, and he and Ben Firbank, had a vision for the direction of the group's website. I could draw on old skills, learn new ones, and, most important for me, give something back to the group in gratitude for all that was freely given to me. The idea of a newsletter came from Ben Firbank as a channel for group (I still think of SR as a club) information. I was then an associate, often the only one attending group nights, and thought that if more members could see what was going on, we would attract more to our social side. Simple statistics shows that I made little difference, and I've come to realise that there will always be social animals, and, for whatever reason, those who want to stay in their own space. However, the newsletter was always a labour of love. Part of my paid work was to edit technical publications, and have early access to some of the leading research in my field. With our newsletter, I discovered pleasure in reading and investigating articles that came in, initially from pressed members, but then, trickle, by trickle voluntarily. If the newsletter keeps going, I hope that that trickle will continue. Keith G. came up with a suggestion for an 'editorial board,' to spread the load, and perhaps breath new life into the project. I hope that this idea is given due consideration.

Apart from Covid-19, age related problems have prevented me riding my bike for something like two years. Thanks to our incredible NHS, I have scaffolding holding my lumbar spine in place and last Wednesday I received a [dual mobility Exeter replacement hip](#). By all accounts recovery has been excellent, but a dash to the dentist yesterday for an emergency appointment, brought me up with a jolt, and I realise that I must learn to walk again before I can run. A truism for most endeavours.

At times it was lonely sitting here, and I really appreciated the occasional call. However, over the years I've had the chance to make the acquaintance of many members, some even becoming good friends. Well worth the effort.

Thanks and wishing you and yours a very happy Christmas, and a healthy and prosperous New Year. *Ed.*



