

ROSPA
Advanced Drivers
and Riders

Suffolk Riders



In this issue

Chairman's update	p1
January Events	p2
Group Night	p2
February Events	p3
Looking 'further' Forward	p3
Technical Corner	p6
Member's Forum	p7
Member profile	p7
Our 1st trip to Spain	p8
Bakson Mk. II 50cc	p9
20 years with a GS	p11
Bargain Basement	p12
The Last Word	p12

Chairman's Update



2020 has been pretty cold and damp so far but that hasn't stopped a few of us riding when we can. The bike has now been ACF50'd and has been out several times on the mucky, greasy, salty roads and has been just about as filthy as I've seen a bike. Textile suits get pretty

grubby too with all the road spray so it's important to keep them reasonably clean, so they remain waterproof. Dirty Gore-Tex will let water through!

We had our first committee meeting with the new members, which went very well, and we all look forward to a positive year with constructive meetings, well organised and publicised events and healthy growth.

The quiz was well attended, difficult, diverse but enjoyable, and thanks go to last year's winners for putting it together and Steve Valentine for delivering most of it, *cheers, Jon*

January Events

GroupNight



240: I hope that next year's organisers take note of this statistic. And the clear winners with 10 points ahead of the pack were; Phil Sayer, Vini Evans, David and Linda Wood, and Maureen Gilbert.

One serious note was from the organisers of the Breakfast Run, which had varying degrees of support last year. There was a request for the audience to say what they wanted and after a short discussion the organisers agreed to run a few more, some short, terminating in breakfast; some long, with a breakfast stop and then another destination, and at least one run on a Saturday. After this they will see how well the event is supported and make a decision on whether to continue. *Assist. Ed.*



Group Night was Quiz Night organised this year by the Valentines, Chis Austin and Ian Gilder (at least these were the ones asking the questions) from last year's winners. We had the format that seems to be the standard these days, with groups of 10 questions varying from geography and history to motorcycle racing and Roadcraft, and a set of 3 table questions including images from various bikes and motor technology initials. Not wishing to win, but wanting to beat at least some of the other tables set up for quite a bit of light-hearted banter across the room. From my judgment, the questions were on the hard side, with the winning score of 144 out of a maximum



February 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.

Group Night - Monday 24th February.

We have a presentation from Darren Wnukoski from [MCT Suspension](#). Darren has worked on many of the club members' bikes to much acclaim, transforming the ride characteristic from some average over all riders, designed by the manufacturer, to one individually tailored to the owner. NB my recent purchase has just returned from MCT and is just a different bike: possibly more on this next month, *Assist Ed.*

Breakfast Run - Sunday 23rd February.

This will be a short run for those hardy souls who either don't feel the cold or have thermal underwear, heated gloves, grips, jackets, seats, etc. The ride will be from Tesco, Bury St. Edmunds to Andrewsfield Airfield in Essex, lead by Neville Goodchild. Please let Neville know if you intend to participate. NB if you haven't yet seen this year's challenges, set by our Editor, take a look on the Club's website at the [Airfield Café Challenge](#). I note that Andrewsfield is not on the list, but I'm sure our Editor will be only too pleased to accept reports from airfields not included.

Looking 'further' Forward

Group Nights - 23rd March and 27th April.

I know it's a bit early, but take a look at the [Club's diary](#) for Group Nights in March and April. First we have Andy Stroulger from Essex Firebike to tell us of their activities. Many club members have attended this free 'machine handling' course and rate it very highly (*Assist. Ed.* included) and Karen P wrote a review in the [4th Issue](#) of the newsletter.

IMHO this is a must for every Associate aspiring to advance their skill set. Then in April we have a presentation from [Gordon G May](#) about his quite amazing ride from Manchester to Ho Chi Minh City on a 1941 Matchless G3L. There is a little more detail if you follow the links in the diary and we'll expand more on the subject in the March newsletter.

The 81st Pioneer Run.

28th March and the clocks go to summer time. So time to get out on your motorcycle. If you are already on the road in March then the 81st Pioneer Run is on Sunday, 22nd March.



The Sunbeam Motorcycle Club has organised this event since 1930. It is recognised as the premier event for pre-1915 motorcycles. Starting at Tattenham Corner,

Epsom and finishing at Shoreham (Brighton) airport. Up to 350 machines start this run but not all reach Brighton.



The finish was traditionally Marina Drive, Brighton but for 2020 an alteration of the route for safety reasons sees the finish move to Shoreham.

Interested? Currently the Chatsworth Hotel at Worthing, 4½ miles west of Shoreham has twin and double rooms at £74 including breakfast, so make a weekend of it. *Ed.*

Two New Exciting Events, Register Your Interest Now!

Suffolk Riders are pleased to announce two new and exciting social events for 2020, for which members and guests can register their interest now. Dates for these events are unconfirmed, and they will be run when a sufficient number of attendees are available. Register your interest today by emailing either marketing@suffolkriders.co.uk or chairman@suffolkriders.co.uk. If you are unable attend, you will be free to withdraw once dates are confirmed.

4/5-night fly-ride trip To Romania, to ride the Transfăgărășan Highway and more...

As announced at group night, join us as we fly to Romania, hire bikes and ride on roads which are frequently reported as some of the best in the World.

Staying somewhere different every night this trip will be ideal for those in the group who don't necessarily have the time (or desire) to ride a 3000 mile round trip to experience these fantastic roads and passes. The trip will not have the cheapest headline price but when you consider the lack of fuel bills, hotel costs and wear and tear on your own bike that a 3000 mile trip would inflict, it is a great way to see a less well travelled and further away country.

The trip dates are unconfirmed but are likely to be in at either the end of August or in September.

Various models of hire bikes will be available and great riding is guaranteed.



Two-night trip To Folembay, France including a Suffolk Riders exclusive track day.

Have you ever fancied riding your bike on track but are concerned about other riders or the high-pressure environment? Whether you have got an adventure bike, tourer or sports bike join us on our trip to [Folembay](#) in France where we will have exclusive use of the circuit for a day as well as two days riding in the scenic French countryside.



We will likely depart Dover on a Sunday morning riding down to Folembay, have Monday on the circuit and return to the UK on Tuesday afternoon. On track you are free to go at whatever speed you feel comfortable, and informal tuition will be available on the day, whether you want to use the track to perfect your road riding technique, find out what your bike can do, or get your knee down. As you will be riding amongst friends this will be a great chilled out trip

both off the track and on it. No bad manners will be tolerated on track to ensure everyone has a great day.

No previous experience on track is required but please be aware that on the track leathers are compulsory and, if you do not have your own, can be hired locally or in the UK. This event will be run in collaboration with David Halsall of Reiten Motorrad and Hopp Rider Training. This is a superb opportunity to both have a great value and fun trip, ride some great French roads, and explore your capabilities in a safe environment. Several of our members, from a wide variety of riding experience, did a similar trip last year and really enjoyed themselves.

Cost will be approximately £350 to include: the track day itself, return ferry crossing, two nights in a hotel (private room with en-suite), breakfast and full sit-down lunch and refreshments at the track. There is likely to be a support van for any luggage. I am sure that you will agree this represents outstanding value but we do need in the region of 20 attendees to make this happen. The only costs not included are fuel, two lunch and dinner meals and a beer or two in the evening!



2020 CHALLENGES

The two ‘fun’ challenges for this year to ‘get us out and a bit further from home’ are now posted on the [Club website](#).

For the Summer Challenge, the prize is the ‘Pissed and Broke Trophy, which should attract comments if seen in anyone’s cabinet. The Airfield Café challenge should get us to visit cafés with a difference.

All entries must be in by end of September.



Technical Corner

Scottoiler 365

It was a chance call to club member Chris Broughton, not about the weather, when he said he had thought about getting his S1000RR out but was still concerned about the salty roads. Needless to say I told him he should get a G.S. a bike for all seasons if looked after.

My current GS is thirteen years old with 32,450 miles on the clock. Purchased 31st January 2019 with 22,400 miles keeping it looking good is not part of my hobby but during the winter months, on returning home after a ride I leave to cool whilst I put the kettle on, then with a cold hose and a car type washing brush I remove all road dirt,

mud etc. This takes 15 minutes. Wipe off excess water from bodywork then spray it generously with Scottoiler FS365. This comes in 1 litre trigger spray containers, also in 4 litre replacement fluid. I have used this since purchasing the first 1200GS in 2007.

Apart from avoiding the brake discs I spray it to every part I can get to.

FS 365 claims:

All year round protection from corrosion an inhibitor to reduce salt corrosion. 1 litre £9.95 Halfords. *(There's an offer at Sportsbikeshop for £7.20 delivered. Assist Ed.)*

Don't ride your bike naked – protect it. *Ed.*



Member's Forum

MEMBER PROFILE – *this month*

Frank Barrett.

Frank joined Suffolk Riders in 2017 and passed his test in 2018. Living in Stowmarket with Sharon his partner of 28 years. Frank is workshop foreman at a local engineering company specialising in fabrication and welding.

Early motorcycling history:

First ride was on a school friend's Honda C90 which Frank promptly rode into a fence. Passing his motorcycle test at 17, he became the proud owner of a Honda MT5, soon moving onto a Suzuki GS125. A host of bikes followed until the purchase of a Yamaha TZR250 race bike which led him to join [NEW ERA race club](#), where he soon established himself as a championship contender.

A second TZR followed and a move to BEMSEE ([British Motorcycle Racing Club](#)) where he became a front runner and a championship challenger.



A move from road racing to Enduros with a KTM450 Exc was somewhat short-lived after a big off, badly injuring his shoulder. The KTM is now used for trial riding.

A few more road bikes followed until he settled on a Triumph Tiger 800, his current road bike.

Questions and Answers:

Q: Frank what brought you to Suffolk Riders?

A: I wanted to join the Blood Runners and after speaking to you at Copdock Show decided to go down the RoSPA route.

Q: What do you think you gained the most from your training?

A: Mainly road positioning and planning.

Q: What's your favourite bike to ride?

A: My Matchless 350.

Q: What would be your favourite ride?

A: East to West Coast of America

Q: What is your favourite food/drink?

A: My mother-in-law's apple pie/a cup of tea

Q: What music do you like?

A: The Blues but all music. I'm currently having lessons on harmonicas.

Q: Must do?

A: Ride a Royal Enfield with Sharon in the Himalayas.

Thank you Frank and good luck. *Ed.*

Our first trip to Spain

Sunday evening in the middle of September 2019 saw us boarding the overnight boat from Portsmouth to Bilbao, via a quick stop in Roscoff for a crew change and a few vehicles departing for French soil.

Docking at Bilbao at 07.45 on the Tuesday gave us a good start in lovely sunshine, thirty minutes or so later departing the busy toll route for a nominal fee. Heading south east, our destination for a two night stay was [Sos del Ray Catolico](#), a wonderful medieval hilltop village of cobbled streets with no motorised traffic allowed in the centre.

Day two had us sightseeing at Foz de Lumbier, a large gorge in the foothills of the Pyrenees with Griffon vultures (wingspans over seven feet) flying overhead. Next came the amazing [Castillo de Loarre](#), an 11th century fortress giving stunning views south over the Aragon region. The ride back to our hotel became very damp for forty minutes or so, but it didn't dampen our spirits as we were dry before getting back to the



Hotel.

Day three and we were travelling west, stopping overnight at [Casa Somera](#), in Viniegra de Abajo, La Rioja. This turned out to be a fantastic recommendation with bed, breakfast and evening meal, plus a bottle of the local wine for fifty euros. This I might add all done with the aid of the hostess' use of google translate, as we are

not that good with the local lingo.

Friday morning and we were still heading west, ending up in [Benavente](#), choosing the Hostel Universal and a room only deal. This is mainly an Industrial town, but Friday evening turned out to be time for the locals to socialise, whilst we seemed to be the only ones eating.

Saturday sees us heading further west to a tiny town of [A Pobra de Trives](#) and the glorious 'Pazo Paradela', an ancient stone-built bed and breakfast owned by English speaking Manuel and his Spanish wife. The evening spent relaxing in great company with a beer or two and a lovely meal. Sunday exercise was a wander into the village to find a bar



for nibbles, a beer or two and watch the Spanish Moto GP on the box amongst the friendly locals.

Monday's destination was the city of [Salamanca](#), with its Cathedral and Plaza Mayor. This was more lovely ornate sandstone buildings, but a very busy tourist destination.

Tuesday and we turn north east, ending up in the city of [Burgos](#) which has a French gothic cathedral housing the tomb of 'El Cid'. Accommodation was a modern hostel with no reception area, all booked online. This was spotlessly clean (as all the stopovers were). The bikes were left further down the street, on the pavement with no problems at all.

Next morning found us travelling north to San Pelayo and the [Casa Zalama](#). Set at the end of a

no-through road, owned and run by Graeme (originally from Brighton) and his Spanish wife Maria. Another superb bed and breakfast that provides an evening meal if required, although no menu, so it is eat what you are given. Not a problem as Maria is a wonderful cook.

Thursday brought a leisurely ride up to the coast on local roads, then a bit of dual carriageway back to Bilbao for the afternoon boat home. This turned out to be rather eventful and according to regular travellers, the roughest crossing in twelve years! This however did not spoil a wonderful trip that we would do again without



hesitation. Spain is a vast country with loads of deserted, smooth roads and indescribable views. Just keep an eye out for the sheep and cattle on the mountain roads, plus the occasional enormous sheep dog lying on the tarmac that won't move for you! We can highly recommend a trip to this vast country.

Tim and Shiona Elms

Bakson Mk 02 – 50cc

When I was a little boy my Uncle was my hero. He had a real fur-lined bomber jacket, a devil-may-care attitude to life, was a chief petty officer in the Navy (the proper one, you understand: Royal), and had a motorbike. The flying M with wings on the black fuel tank was exactly at eye height and I loved it. Maybe he had two, who knows: sometimes it had a sidecar and sometimes it didn't, but either way it was wonderful. The sidecar was noisy, leaky, draughty and incredibly cold, so I had to have a blanket wrapped around me, and the pillion seat was all the above without the blanket, so I only went on two wheels in the summer, unable to hold on other than by clutching his jacket. Pillion footrests? I was too small to reach them. Crash helmets? Gloves? What? Never heard of them.

He was always taking it apart, and my Dad used to tease him mercilessly because when it went back together there were often bits left over. As an adult I sometimes wondered how

true the story was and if true, how the bike stayed together without the necessary parts, and my Uncle's influence may or may not explain my current mechanical incompetence. His role in the RN was as a maintenance engineer on helicopters, and he went round the world on the Arc Royal and HMS Centaur. After a political drama in Kuwait in the early 60s Centaur called in at Mombasa and my parents were able to wangle an airfare for him to come down to Dar as Salaam. His visit was notable for two events, the first of which, on New Year's Eve, involved him pouring a lethal mixture of champagne and brandy down fourteen year old me: I had never had alcohol before and because he was sharing my bedroom he had to live with the consequential violent illnesses in the middle of the night. The other was a yacht trip we took out to a beautiful coral island aptly named Honeymoon Island and despite all his seafaring experience he was as seasick as a dog, which was some sort of poetic justice. At one stage in his career, one of the helicopters had a spectacular engine failure on take-off and the boffins needed to know why. In due course he was called before

the Captain and was "requested and required" to produce his tool kit whereupon he discovered that he was missing a spanner. It turned out that he had left it in the air intake, and it was his initials stamped on one face that gave the game away as the investigators were putting it back together.

Out in tropical East Africa motorcycles didn't really cut the ice, as it were, so I became a sailor of small boats and it wasn't until I was living in Durban that I discovered "buzz bikes". At sixteen you could have a 50cc licence and it seemed that most kids had them. The well established Italian Garellis and Itoms were two strokes and the first Japanese 50cc entry was the Honda C110 four stroke with an upswept exhaust that stormed the market. They could be taken apart with three spanners (10, 12 and 18mm) and a screwdriver, and they were, frequently! As soon as they were out of the showroom the high rise bars were replaced with straights and the baffles were removed and discarded and you had a buzz-bike with street cred. They were totally reliable, didn't leak oil, made lovely noises (well, we thought so, unlike the shriek of the Italian 2-strokes) and were dead cool. Once Honda's success was apparent the local dealers quickly followed with Yamaha, Suzuki and Bridgestone (remember them?). One always thinks that the Japanese killed the British motorcycle industry, but South Africa saw the small Italian bikes being wiped out much earlier.

As an aside, I remember that Bridgestone came out with a 175 with a rotary gearbox that on paper seemed a good idea: you could come to a halt in top gear and with one additional upward click you would be in first. There were only two problems, one of which was that the box was full of false neutrals (because there was a gear selector problem) so you never knew what gear you were in, and the other was that the time honoured way of checking out if you really were in top on any motorcycle was to try

changing up and if nothing happened then you had finally made it. Well, if the next gear up from top is first, that can be disastrous, and it was. I think South Africa must have been a test market, because it was withdrawn from sale within weeks!



The Durban Honda Club was a great piece of marketing by the local dealer which drew in many potential customers and it taught me about three areas of skill, none of which had anything to do with safe riding. The first was doing foot-up trials on the sand dunes that had been colonised by scrub just behind the beach near Kings Park (that detail for those who know the area). Since the ground and plants were soft it was a great place to learn because if you went for a tumble the only damage done was fixed by straightening the mirrors. The second was an introduction to racing at the now defunct Roy Hesketh track in Pietermaritzburg, locally famous as the first home track of [Korky Ballington](#). On it there was a tightly banked hairpin corner known as BP Bend and on a 50cc you could go into it flat out in top and whatever line you took was fun. The last skill was time trials of which more, perhaps, some other time. As a teaser, imagine navigating hundreds of miles on dirt roads at night with just a single 6v headlamp on your day-to-day 50cc motorcycle ...

Bakson

20 Years with a G.S.

Yes, first purchased an R1150GS in 2000, now on No.6; 3 new, 3 used. Overall mileage 304,000 miles. Highest mileage 2nd 11,500; 2000-2007 75,000 miles.

I first rode an 800GS in 1980. At the time my own motorcycle was a Honda CB900F. I was working at John's of Romford, a multi-franchise dealer including BMW's. The 800GS flat air cooled twin cost £2,449, claimed power was 37bhp @ 6.500 rpm. and weighed dry 167kg.

Not until 1999 did I consider buying one after a ride on a friend's R1100GS. It was 2000 when the R1150 was released and I purchased one, which cost £7,595, claimed power was 81bhp @ 6500RPM and weighed, with full tank, 249 kg; the tank was 22 litres.

A second 1150 followed in 2003 only to be written off in early 2007 with 75,000 miles on the clock. Replaced with a new 1200 GS, costing £9,275, claiming 100 bhp, and weighing 225 kg with full 20 litre tank.

Now on my 4th 1200GS, 2007 model purchased January 2019 with 20,000 miles on the clock.

WHY? Comfort and performance, not mph but miles/day.

The telelever front suspension fitted from the GS1100 and still fitted to the 1250 GS and 1250 RT, gives a smooth ride due to a softer setting than telescopic forks, without the dive on applying the brakes, along with long



suspension travel.

Servicing can be done easily at home. Valve clearances are good old threaded adjusters. ENGINE OIL & FILTER @ 6,000 miles. GEARBOX OIL @ 12,000 miles, plugs will go to 24,000 miles No fuel filter to change. Air filter - ditch the BMW filter and fit a K & N which is cleanable with K & N cleaner at 12,000 miles.

RIDE QUALITY. Upgrade the rear shock spring and re-valve the rebound damping on original equipment shock. All 1200GS's are under-sprung on the rear. Fit an aftermarket front suspension unit with rebound damping. I have a German built Wilbers unit. Remap the engine for better bottom end and change to K & N air filter.

Is there a better all rounder?

I'm looking forward to riding Brian Carter's Africa Twin, which has been resprung front and rear, even though it has - a what do you call it, yes that's right - A CHAIN.

Keith
Gilbert



THIS MONTH'S BARGAIN BASEMENT

1 Pair Richa Summer Gloves – XL

1 Held Reflective Overjacket

1 Pair of Rukka Trousers size 50 – long leg

1 Rukka Ladies Jacket size 40

1 Gerbin Heated Jacket – requires bike wiring – available from Gerbin

1 Shoei White Helmet XS with flip front

1 Schuberth C3 Helmet 58/59

Interphone rider to pillion Bluetooth intercom

Pair of Daytona Roadstar Boots size 44 recently repaired

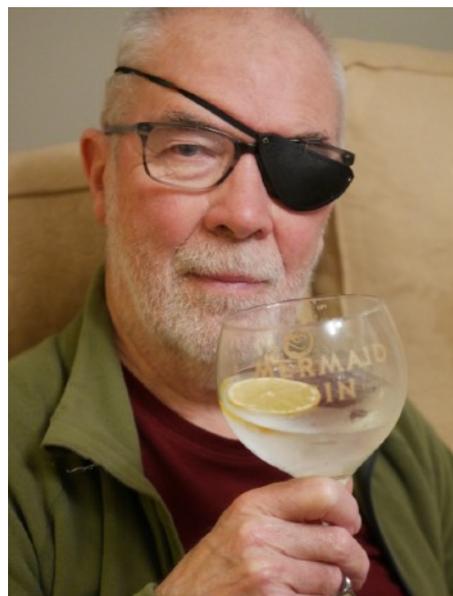
Interested in any of the above please contact Chris Nunn at nunnc@sky.com

The Last Laugh Word

This month's Newsletter comes as a collaboration between the high tech genius from Felixstowe who has assembled the numerous contributions sent to him and the Luddite from Stowmarket.

Knowing I was having surgery to my left eye I offered to be guest editor as I would be house bound for a few weeks and also lucky to be married to a typist who is definitely better at typing than myself. So my thanks go to contributors and Colin and Maureen for producing February's newsletter.

My operation was however cancelled for the 13th December (at 4.30 pm the night before)



and finally done on the 13th January. I then lost another four days lying face down for 55 minutes in each hour between getting up and going to bed and therefore time also lost in actually getting on with the job of editing. I hope it's all been worthwhile.

I hope you all have your entries in for the Welsh National Rally on the 2nd May. You can enter on line. Myself, Paul Newman and Simon Beard have already entered, fixed up the accommodation and are just waiting for a list of the waypoints.

It must be easier to be a contributor than a guest editor, so come on all you prospective contributors and contribute. A good newsletter needs articles to continue.

Well, that all folks. Now time for another G&T,

Keith

A bit more about the Welsh National Rally

Date: Saturday, 2nd May 2020
 Venue: Welshpool Livestock Market
 Start time: 7.30 am
 Entry fee: £25 Rider, £10 pillion

How does it work? Just like Dot-to-Dot pictures. In 2020 there are 40 unmanned check points and 6 manned. For modern bikes from 1980 to present day.

A Bronze award requires you to do 1 manned and 5 unmanned of your choice
 Silver award requires 2 manned and 8 unmanned
 Gold award requires 3 manned and 12 unmanned
 Platinum award requires 3 manned and 15 unmanned

Chose which award you can manage. You only nominate this when you receive the check points approximately 3 weeks prior to the event.

The last time I competed there were team awards but looking at the Regs for 2020 there is no option for team entries, only individual entries. That does not stop you riding with your friends.

This year I am pleased to say I will be riding with Paul Newman and Simon Beard, Our entries are in and accommodation is booked for Friday and Saturday night. Two or three riders are ideal. Any more and you could struggle if going for the higher awards.

Start by going for a lesser award and enjoy the ride, which will take you to places in Wales you didn't know existed.

So get your entry in. It's all done on line.

GET YOURSELF SOME DETAILED MAPS. DON'T RELY ON YOUR GPS.