

ESSEX ROSPA ADVANCED MOTORCYCLISTS



ERAM NEWS



www.rospariders.co.uk

Issue 4 — Feb 2009



The Committee

Post	Name	Phone	Email
Chairperson	Ashley John	07825 401120	chairman@rospariders.co.uk
Secretary	Sandra Murphy	01375 482767	secretary@rospariders.co.uk
Treasurer	Steve Webb		
Membership	Sandra Murphy	01375 482767	member-ship@rospariders.co.uk
Training	Paul Collins	01245 381526	training@rospariders.co.uk
Publicity	Gary Crane		n/a
Refreshments & Raffle	Jane Wilson		n/a
Webmaster	Chris Davey	01702 462466 day 01702 473721 eve	web@rospariders.co.uk
Ride Outs	Peter & Chris Layley	07899 951547	followme@rospariders.co.uk
Newsletter Editor	Elke Turner	07745 647760	news@rospariders.co.uk

Group Activities

Group Social Night	Essex Police Sports Pavilion, St Margaret's Road, Springfield, Chelmsford, Essex CM2 6DN 7:30pm on the 3rd Thursday every month
Social Rides	Usually Sunday, meeting places / times will be announced at Group Night. Please see our website and/or our newsletter
Newsletter Advertising	Please contact the Treasurer for rates to commercial advertisers on small, half or full page sizes. Please contact the Editor to change contents. Personal small ads are free to members. Please send them to the Editor.

Editorial

Welcome to Issue 4 of the ERAM Newsletter!

Only 38 days to go and British Summer Time arrives. I have been riding through the winter and can't wait for dry roads again. Speaking of... a few of us were out on the ERAM Monthly Ride led by Richard Parker, Paul Steggles and Geoff Preston. We started out on dry roads but towards Cambridge light rain started and it was wet from then on. Still it was a fabulous day out and we all enjoyed it.

This is my last issue of the newsletter. I'm standing down as editor hoping that one of you will continue what I started about a year ago. I will definitely contribute as a reporter.

Thanks again for all your contributions!

Elke

Articles in this issue include:

- Chairman's Corner by Ashley John
- Membership Report by Smurf
- ERMA AGM Info by Smurf
- Trackdays by Paul Collins
- Tried & Tested
- Dates For Your 2009 Diary
- The London Unity Ride by Steve Webb
- Mana Mania by Steve Webb

Don't miss the Event Calendar on page 17/18 or check our website for the latest updates:

www.rospariders.co.uk

Front cover: Group members meet at Boreham Services for a Sunday Ride Out

MAY EDITION COPY DEADLINE: 30 APR 2009 (TBC)

Disclaimer Notice: The articles published hierin do not necessarily represent the views of the Essex Rospa Advanced

Chairman's Corner by Ashley John

Here's hoping you have had a great Christmas and good start to 2009 Happy New Year to you all. Memberships are due for renewal so please contact Smurf to renew and recommend joining to your friends. In December both Paul and I were touched by the best wishes extended by you all, the flowers were well received and appreciated, thanks very much.



In January members enjoyed a good night together for a Chinese buffet at the Imperial in Chelmsford instead of the usual group night meeting, many have requested that we make it a regular feature for January Group nights, so why not, lets start planning for the next one at the AGM in March. Many other events are being planned and will appear in this and future ERAM Newsletters.

At the next Group night we hope to have further news on Ro-SPA Test passes for members as I know some of you are due to take your tests shortly. Remember we are hoping to set up another Tutor Training session ASAP, so let Paul or me know if you would like to know more about this, you could help others in the group to prepare for tests and enhance their riding skills.

The Dealer Approved Rider Training scheme will be underway in March / April more info on this to follow.

Essex Police Burnham Bike Safe 2009 launch event will take place on the 26th April at Millfields in Burnham on Crouch.

Chairman's Corner...

We will be supporting this event as I have already booked a pitch, so any one available to help man it would be appreciated. The event will have motorcycle dealers, trade stands refreshments etc and support from Essex Police & Air Ambulance Helicopters. It should be a good day out and you can test ride new bikes accompanied by a police officer for riding feedback, remember to bring your driving licenses with you to try out the bikes.

Anyway I look forward to seeing more of you this year at Group nights or Sunday ride outs on the Sunday following Group night.

I would like to extend my thanks to all of you that have helped make this Group what it now is, growing, proactive in training and rider development, supportive of other road safety bodies and the police with good social activities, keep up the great work on the committee, in training and in being there for fellow members of the Group well done to all of you.

Safe and enjoyable riding throughout the coming year.

Regards

Ashley John

Membership Report by Smurf

A large number of you have already renewed your membership (46% so far). If you haven't received your 2009 membership card your membership renewal is still outstanding. You need to renew by 31st March otherwise you will not receive any further Newsletters. More importantly, if you are an Associate and haven't renewed by that date you will be deallocated from your assigned Tutor.



If you have recently passed your advanced test, please let me know so that I can amend the database, but more importantly that we can sing your praises and pass on our congratulations.

As at 24th January our 2009 membership figures are:

Associates: 14

Full: 15

Total: 29

Smurf

Membership Report by Smurf

WELCOME NEW MEMBERS

Ricky Clark

John Dotson

Martin Moore

Congratulations on the following test passes...

Name	Rospa Grade	Examiner
Lee Hurst	Gold	?
Paul Osborne	Gold	Mick Jones
John Tullet	Gold	Mick Jones

Notice of ERAM 2009 Annual General Meeting

I hereby give notice that the Group AGM will be held on the March Group night – 19h March, 2009.

If there is any subject you wish to raise at the AGM, please let me know at least one month in advance in order that it can be added to the agenda.

The committee is elected annually at the AGM, and consists of a Chairman, a Secretary, a Treasurer, a Training Officer and up to 10 other elected members. Any Full Member over the age of 18 is eligible to stand for committee. In the event of more than one nomination being received for a committee role, the membership will be asked to vote. People aged 18 and over in all grades of membership, and whose subscription to the Group are current, are entitled to vote.

If you are interested in standing for Committee please let me know in writing at least three weeks prior to the 19th March. If you would like further information about Committee roles and responsibilities please do not hesitate to contact any existing Committee member or myself.

I would like to thank all those currently on the Committee and Training Team for their hard work and dedication during 2008. Without their support ERAM would not be the success it is.

Sandra Murphy
Group Secretary



Essex RoSPA Advanced Motorcyclists
www.rospariders.co.uk



ANNUAL GENERAL MEETING AGENDA

Thursday 19th March 2009

1.00	Minutes of last meeting	All
2.00	Election of Committee members	All
3.00	Chairman's Report	AJ
4.00	Secretary's Report	SM
5.00	Training Officer's Report	PC
6.00	Treasurer's Report	SW
7.00	Any Other Business	All

Track Days by Paul Collins

Track days are tremendous fun and are not the preserve of race rep/sports bike riders. There is everything to gain for the rider from the novice to the experienced. A superb environment with your own machine without the pitfalls of roads, traffic and poorly maintained over crowded roads. It provides a release from the limitations of road riding and enables you to really feel how good your motorcycle is, with some guidance and instruction provided by good track day operators.

For a lot of riders the first time is a bit scary to begin with but gaining confidence through the day puts a big grin on their faces, hard not to see even with their helmet on! Most riders agree that it does rid the urge to exploit the speed limit out on the road, improving their confidence, skills and road safety. Cornering is an area most riders want to improve – this is the ideal opportunity to enhance your skills in this area. You also get to use your brakes in a way you wouldn't on the road, illustrating how powerful and effective they are. Your improved confidence and ability plus the added knowledge in the handling capabilities of your bike are priceless to the rider back on the road, and may just help you next time when an unforeseen situation arises.

Going for the first time choose the track day operator with care and make sure they provide proper track instruction. Be honest with yourself about your abilities and go in the group that suits - don't put added pressure on yourself.

Go with friends - it's more fun and there's support for each other. If you can try to "van" your bikes to the event - if you ride to and from the track, tiredness can be trouble. Don't forget to take your licence with you - no licence no track day! Check your bike is in tip top running order and fuelled up - take spare cash for the re-fills!! Track days are tiring - drink plenty of water. At lunch time don't eat too heavily, the session after lunch can catch riders out - too much food slows your thinking and makes you sleepy. Be warned once you do a first track day, you won't look back and it is addictive and expensive on the pocket.

Not all the track skills you gain are applicable to the road, but the skills you do learn are immense and very satisfying.

Paul Collins. Training Officer, ERAM.

www.perfectcontrol.co.uk



Tried & Tested—Group Members recommending...

Recommended by Keith Dunn

Brenda's Leather and Tailoring Services

Brenda Defries 01702 232784

Wickford Motorcycles 01268 271596

These guys fitted a new chain & sprocket for me, are friendly and took time to clean up the inside of my swing arms after I'd been using a jet wash to clean the bike (don't do it, it causes all sorts of problems). They also offered free advice and treated my bike with care. The downside is that you have to make the tea!

County Radiators, Basildon 01268 727005

If you get a hole in your radiator don't assume you have to buy a new one. These guys repaired a hole in Elke's Versys radiator for a fraction of the cost of a new radiator.

Sean Davies Motorcycle Services, Tel 01206 366 066

Honda Trained Mechanic based in Colchester

Excellent Service, Great Value, polite, helpful and all round good guy.

Woods Tyres, Tel 01702 479234

843 London road, Westcliff on Sea, Essex

Good service, reasonable Prices. Loose wheels only.

Dates for your 2009 diary

27th Feb—1st Mar Ally Pally Bike Show

www.classicshows.org/allypally

1st Mar—WSB 1st Round from Phillip Island, Australia

12th Apr—MotoGP 1st Round from Qatar (night race)

13th Apr—BSB 1st Round from Brands Hatch

26th Apr—Essex Police Bike Safe Day,
Millfields Burnham on Crouch

16th—17th May—BMF Show, Peterborough www.bmf.co.uk

13th Jun—**ERAM Slow Riding Day** 9:30am –2:30pm,
location TBC

TEST READY?

Has your Tutor advised you are test ready?

If so, Smurf has a supply of test application forms.

**If you submit your application through the Group, ERAM
can claim £3 from HQ towards Group funds.**

The London Unity Ride by Steve Webb

The London Unity Ride (their blurb): On 21st August 2005 individuals and groups joined together as a motorcycling community, to show their respect to those who lost their lives in the London Bombings and in appreciation of the freedom we enjoy. On August 19th 2007, the motorcycle community undertook a major London charity event. Motorcyclists from all over the UK joined together in the most extensive charity motorcycle ride ever staged in the capital. On August 17th 2008 Unity returned to the streets of the capital to celebrate motorcycling and to raise money for those less fortunate than the participants.



What may be of interest to the group is that in the article on London Bikers website about the Unity ride (then & now):

<http://londonbikers.com/articles/9208/the-unity-ride-then-and-now>

The author describes how he had never heard of IAM or RoSPA when trying to get together some help for marshalling. Maybe we could do something about recruiting this year?

Anyway - back to my involvement. In 2007, I noticed an article in 'Care on the Road' wherein SERV wanted to set up a group in Essex. I contacted them and put them in touch with Ashley. After SERV gave a talk at E-RAM, I decided to join them in their charity work in delivering blood to hospitals out of hours. The embryonic Essex group was subsequently formed and went live on March 1st this year.

Recently, it became known to SERV that Unity wanted to dedicate their charity funds for 2008 to both SERV & Children in Need. As SERV were to be one of the beneficiaries of the charity ride, I attended the Unity ride with Mara to see if we could help out.

SERV (Essex) met, along with Unity support riders, to exhibit some publicity material at High Beach at Epping Forest, for a recruiting drive.

Several Unity marshals/support riders led the ride from this and other outlying areas and attempted to keep us together on the routes into London. Part of their efforts involved straddling junctions at traffic signals and holding up traffic where motorists were presented with green, whilst they waved us through on red without a shred of authority to do so. I was initially very reluctant to 'follow through' but attempts to stop resulted in waves of bikes running through either side, so I allowed myself to be herded along.

Arriving at Excel, we studied form as the bikes arrived and stoked up on sarnies and tea from numerous food outlets. After what seemed an interminable wait (golden opportunity to try and recruit), we set off at 13:30 with The Met. Police, Unity, SERV and The AA (on liveried scooters) leading the way.

It was a slow(ish) start, with a couple of halts, as the Met. Police and Unity marshals kept us together whilst the bikes left Excel and the field developed. This time, we had some legal backup to the process of holding up signals at green as the Met. first held up the traffic and then left a marshal in situ. as they sped on to the next junction with blues 'n' twos. After a while, it dawned on me that the ride was not going to gather speed and that the average was probably going to be less than 10 m.p.h. I had taken the Mana as, having an auto box; it seemed to be the ideal medium for city work.

In the normal course of events slow average speeds would not be a problem, as stop-start traffic often realises speeds less than that. We were travelling, however, mostly between 10-20 m.p.h. Now that really *was* a problem, as the centrifugal clutch on the Mana does not fully engage until the bike is doing about 20 m.p.h.

That meant that whilst some bikes could engage 1st and trickle along and others could selectively slip the clutch (lots of flexing of left hands to be seen) it left me having to pretty much permanently slip the clutch - obviously causing a bit of heating.

Normally, when pulling away, you just give it a twist, the revs rise smartly and you head toward the horizon - even two up. In this case though, with Mara on board, and the slow moving traffic and distance between bikes forcing me just to trickle it along, the conditions gave rise to an unpleasant shudder as the drive was taken up. It appeared to be due to a resonance caused by the low engine revs and some elasticity in the drive train. It just became increasingly unpleasant and after a couple of hours of this frustrating behaviour, as I tried to decide if I might be damaging the drive train, I abandoned the ride and we headed off home.

The ride, what we saw of it, was deemed a great success. There was major disruption for a lot of motorists but, in the main, they seemed to take it in good part. Mind you - for the time that we stayed with the ride, we were at the front of the procession and with bikes probably numbering in the thousands, I would think there would have been a few sense of humour failures by the time the last bikes cleared the blocked junctions.

I don't know how much was eventually raised for charity and I don't suppose it will be on a par with the Essex Air Ambulance, but I guess it will be a goodly sum. Come and do your bit this year...

Steve

EVENTS DIARY 2009

Date	Time	Event	Comments
FEBRUARY			
Thursday 19 Feb 2009	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
Sunday 22 Feb 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
MARCH			
Sunday 15 Mar 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
Thursday 19 Mar 2009	7:30pm	ERAM Group Night AGM	Essex Police Sports Pavilion, Chelmsford
APRIL			
Thursday 16 Apr 2009	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
Sunday 19 Apr 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
MAY			
Sunday 17 May 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
Thursday 21 May 2009	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford

EVENTS DIARY 2009

Date	Time	Event	Comments
JUNE			
Saturday	9:30am -	NEW NEW NEW NEW NEW NEW	Location to be confirmed
13 Jun 2009	2:30pm	ERAM Slow Riding Day	
Thursday 18 Jun 2009	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
Sunday 21 Jun 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
JULY			
Thursday 16 Jul 2009	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
Sunday 19 Jul 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
AUGUST			
Sunday 16 Aug 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
Thursday 20 Aug 2009	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
SEPTEMBER			
Thursday 17 Sep 2009	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
Sunday 20 Sep 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
OCTOBER			
Thursday 15 Oct 2009	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford
Sunday 18 Oct 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
NOVEMBER			
Sunday 15 Nov 2009	9:15am	ERAM Social Ride	Boreham Services Make sure you're fuelled up! Leaving at 9:30am sharp
Thursday 19 Nov 2009	7:30pm	ERAM Group Night	Essex Police Sports Pavilion, Chelmsford

Mana Mania by Steve Webb

I have been a proponent of CV transmissions ever since my Uncle Geoff waxed lyrical about his DAF many years ago (maybe even before I could drive). I eventually had three DAFs before I gave up driving for a while, about 12 years actually, to save money and the environment. After getting back to self propelled transport, I looked for a small CVT car and didn't find anything suitable at a reasonable cost, so I opted for a manual again. Even so, I never lost the desire to drive an affordable CVT vehicle.



The early DAFs had an entirely mechanical system that operated on a combination of springs, bobweights and engine vacuum to control the transmission. In those days, the final gear reduction in most cars was the crown wheel and pinion in the back axle. The DAFs had a crown wheel and two pinions just behind the clutch. This was in front of the final reduction drive, which itself was situated in the wheel swinging arms (in the manner of a scooter). One pinion was engaged for forward and another, rotating in the same direction but on the opposite side of the crown wheel, was engaged for reverse. Neutral was achieved by neither being engaged. This had the 'advantage' that reverse gear was 1:1 with forward and you could go as fast backwards as you dared...

The crown wheel spun up the vario pulleys. The front pulleys were huge and contained bobweights and vacuum chambers. The rear pulleys were simply spring loaded - the springs serving to hold the pulleys together and thus biasing them toward the largest diameter and pulling apart the front pulleys to the smallest diameter at rest.

A centrifugal clutch provided the drive take up. It had two pairs of leading and two pairs of trailing shoes, all biased to hold off by springs. As you moved off, the 1st pair of leading shoes (with lighter springs) took up the initial drive. After this, the second pair of leading shoes would bite completely. On the overrun, the principle was reversed until the trailing shoes released just before standstill and clutch dropped out. It all worked a lot easier than it is to explain!

As speed increased, bobweights contained within the front pulley housings expanded and overcame the tension of the springs in the rear pulleys. Thus the front pulley diameter increased and the gear ratio reduced accordingly until the expansion limit was reached. On the overrun, a clever arrangement of a segmented valve quadrant mechanically linked to the throttle pedal sensed manifold depression and, admitted air or vacuum to either side of a vacuum chamber that also formed part of the pulley assembly and was another reason for it to be so big. The overrun induced a vacuum which reduced, or offset slightly the effect of the centrifugal bobweights and allowed a certain amount of auto change-down. An electrically operated vacuum solenoid (operated by a dashboard switch) gave a sort of 'lowhold' for descending inclines. All of this operated with varying degrees of success, cost effectiveness and reliability...

Years later, after many hours of commuting on jerky, badly fuelled, carb iced bikes and dithering up and down the box on (seemingly) endless stretches of 30, 40 or 50 limits when the bike always seemed to be in 'just the wrong gear', in order to while away the commuter boredom I fantasised about the ideal bike with the ideal transmission. Why, in this day and age, was it not possible to sense engine torque, throttle opening, speed, load etc? Surely it must be possible to map it all electronically to provide maximum economy whilst trickling through traffic or loafing along admiring the view; whilst at the same time enabling instant change down at maximum revs and/or torque when load and throttle position requires it?

Scooters have been approximating to this for decades. If Williams/Renault teams could produce a CVT box capable of handling F1 power (as they did in 1993) surely the sort of power that an 850 V-twin produces would be no problem?

When the Mana became available, I was persuaded by the blurb that suggested it would do just what I wanted. It also implied it would trash virtually everything else away from a standing start. From Aprilia's website: "Virtually no other naked can keep up with a Mana as it pulls away from the lights!" I had to give it a go. One ride and I was partially persuaded, although respect for a new engine prevented me thrashing it. Second ride, I reasoned I could put up with the dodgy rear brake and compact riding position. It seemed to tick all the right boxes (and anyway, the rear brake would probably bed in). I bought it and here are some of my findings:

It has an image problem, but for the wrong reasons. Visually, and for the most part, it ticks all the right boxes. Torquey motor, compact chassis, USD forks, radial brakes, conventional chain drive etc. (although the jury's out on that one – why not maintenance free belt?) Most people who don't know what it is are surprised to be told that it is an auto. When they realise that it is a CVT, connotations of scooters and mopeds cloud their judgement. I was telling a work colleague, who is an R1 rider, about the CVT. He said "oh you mean like a scooter?" and adopted a crouched stance, twisted his right wrist backward and said "wheeeeeee" (or something to that effect). No it doesn't go 'wheeeee'. The engine thuds, with a low rev ceiling, whilst a gentle whine eventually emanating from the transmission as speed picks up is reminiscent of a turbine.

The electronic management sorts out all the thinking for you. The transmission is very compact and well thought out.

There are three auto modes.

Touring, for economy, with which it averages around 55 m.p.g. (and it seems to maintain this figure whatever you do with it)

Sport, where the engine revs are held higher up the rev band to allow a more responsive ride

Rain (pretty obvious really) where the bike just starts at a higher ratio to reduce chances of wheelspin and then holds the revs to provide more effective engine braking - presumably to reduce some reliance on the front brake.

Probably the best feature is the instant auto-override for extra engine braking or pre-overtakes. A high compression twin provides reasonable engine braking and with a normal bike, that can be controlled at will as you go down the box. With the Mana, you close the throttle partially and it 'knows' you are just going into a cruise mode and adjusts to, or stays in, a relatively high gear. Close it completely and it changes down for you - continuously and progressively and thereby providing a progressive (and increasing) retardation force. OK, it's not as aggressive as stamping down through the box but then neither is it as disruptive from a traction point of view.

Why use the gears to slow down anyway? The received wisdom is that you have to change down to match the engine speed to road speed anyway, so why not use the engine braking to save the brake wear? It's more likely to cost you in tyres than brakes. Braking hard for a corner and going down through the box on a conventional `box can result in the back skipping briefly as the traction is disturbed due to the clutch being repeatedly let out. Not an ideal situation. The process is so much smoother with the CVT that it is easier to retain full traction. If you elect to block change, which is probably the preferred choice in traffic situations, then you have nullified the argument to use engine braking anyway.

If, however, the foregoing is put aside, you are in auto mode and you still feel you want a bit more engine braking, then you have that option by either tapping down on the 'gear' lever or by using the handlebar mounted 'down' switch. As you tap down, whatever 'gear' the CVT happens to be in, it will go to the next lowest preset position and it will stay there - eliminating the progressive engine braking. The current gear number is then writ large on the instrument cluster. You can repeat this process; thus you have the choice of just leaving it alone and using the pure auto settings, or influencing the way you slow down by taking manual control without having to change modes with the handlebar switch.

This feature is also useful for the pre-overtake. If you feel you want the bike to be revving higher whilst waiting for the right view then again, just tap down a cog or two and you can hold it there as long as you need. When you open the throttle, the engine is spinning and you have an edge but, more importantly, as the transmission senses the increase in torque, it drops back into auto mode for when you have passed the car and begin to roll-off. If the overtake is not on, you can just lift the gear lever or tap the up change paddle and it will revert to auto again. You are spoilt for choice, really...

There is also a manual mode, where you can elect to change up or down at will through one of the seven ratios available using either the gear lever or the handlebar switches. I don't use that very often, as there doesn't seem much point - except possibly to make it sound like a 'real' bike.

So. Does it all work? In a word, yes, although there are...

Disadvantages - It doesn't 'spank virtually every naked away from the lights'. It is pretty quick but it could be better. There is always a practical limit to the overall min/max gear ratio that can be achieved by a pulley system and the small size constrains this even more. I would really like to see a rev counter, rather than the amber/red LED idiot lights at or near the rev limits. The switch cluster on the left is cluttered and can take some getting used to and the auto mode changes have to be cycled through. A toggle/paddle switch would be better than the push button that is designed in.

It has its moments though and maybe the best attributes, for me, could be summed up as follows:

Auto –first and foremost. It's a commuter, after all. It ain't perfect, but then what is? Virtually no transmission backlash, excellent fuelling, no more 'Hendon' shuffle, no more hunting for elusive neutrals, no more missed changes or false neutrals if you want to avoid all that crap. Conversely, if you feel you can do better and you want to up the pace, you can take control, have fun, and then return to commuter mode.

Smoothness - you can apply power or roll-off in a corner and it will do so progressively (OK- let's not get into that argument about the bike being at its most stable with a constant throttle). The power delivery or engine braking is linear – not 'stepped', as it would be if you were changing gear, so you retain greater control of the bike.

Handling – it may be twist 'n' go, but it's not a scooter. It's better than I can deal with and I feel more confident on the Mana than I have on any other bike I've owned or ridden. The growing chamfer on the sides of my boots can testify to that. It may not be in ultimate sports bike league, but it'll do me.

Steve



Wanted: Your Unwanted Christmas Presents

UNWANTED XMAS PRESENTS CLUTTERING UP YOUR HOME?

Yes, let's face it, we all receive gifts that aren't necessary or appropriate for us.

Please pass them to Jane for use in the group raffle held at every Group Night.

You can then take great delight knowing that our chairman, or someone as well deserving, is now wearing that beautiful bobble hat Aunt Doris knitted you!

It doesn't matter what it is, big or small, just bring it along. All the money raised from the raffles helps to pay for the running costs of the group.

Every penny helps !

Thanks very much in advance.

