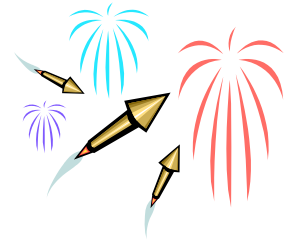


# VSOC Centre 10 Saxon Warriors Newsletter November 2011



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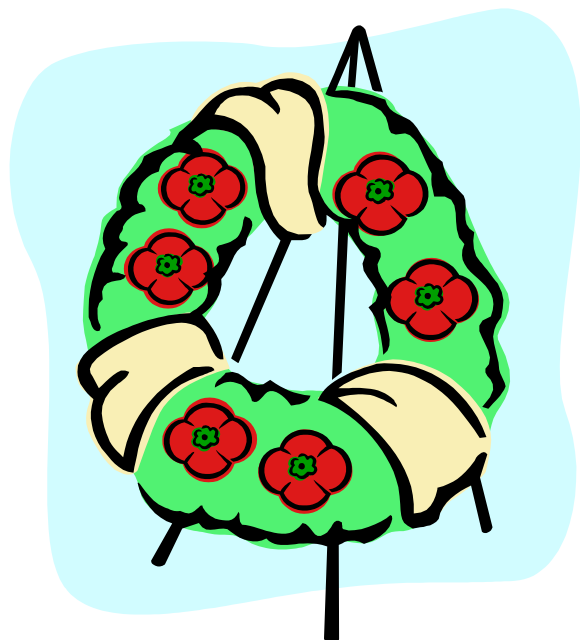
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11-11-11

# Committee

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## A word from our Rep

Hi All,

Welcome to Andy Smith (hereafter know as Big Boy) the new Newsletter editor and many thanks to Andy Whitelaw who has done a sterling job for us for the last few years under difficult circumstances.

It's been a good active year for C10, we have been to new places and revisited some old haunts. The year started as normal in April with the Jumpstart party, followed by rallies in Belgium, Sleaford, then off to Denmark for the International, followed by a few days in Copenhagen at the Danish club house, for those who have never been there it's a must see place, we will be going there again next year, then it was our rally near Cambridge, after that it was off to Yorkie land, ending in Devon for the last rally of the season. We are known as a rally centre with normally the most attendance from any centre at a rally (except the host centre) plus in between there were parties and the Uttoxeter show, add in ride-outs and meetings and you can see it was a busy season. Hopefully next year will be as busy and as well attended.

The Charity Party this year was a great success as it always is, thanks go to those who organised it and those who attended, unfortunately I had to miss it this year due to having to suffer 2 weeks in Greece soaking up the sun and drinking lots of beer, hard life, but someone has to do it!!

We had more members this year who reached the 10 year mark and received their badge, I think we have a really experienced Centre (no I don't mean old!) with 5 fifteen year members and 14 ten year, with another 3 getting ten years next year with 2 moving to 15, so if any new members need advice on anything someone somewhere will know.

I firmly believe a centre is only as good as it's members and we have a lot of good members here, not forgetting the wives/girlfriend/husbands/boyfriends who are classed as non-members but without them we wouldn't be the centre we are, so to those "non-members" I say thank you very much for all the effort and time you put in.

See you soon

Rodders

# AGM

This years centre 10 AGM was again held at Runcton Holme and the minutes of these have already been sent out on e-mail, Rodders will be attending the National AGM in November and the details of this will hopefully be published in the next edition of the newsletter, one thing that I would like to add is a big thank you to Rodders, I know that a lot of effort from a number of members help run a centre as well as the rally and parties, but when things go wrong or any problems arise the one person whose shoulders this will land on is the centre reps, like at our rally when the catering company had a major crash on the way leaving us with no food on site, so well done to Rodders for keeping calm and it all got sorted

In appreciation for the work he has done for the centre, the members presented Rodders with a tankard at the AGM, and no doubt he will be looking for volunteers to fill it up for him

**Well done Rodders**



## **AT least 40,000 riders took to the UK's roads in the recent EU Hands Off Biking demos on Sunday September 25th.**

The protest rides, organised by Motorcyclists' Action Group (MAG), were against pro-



posed EU Commission plans that discriminate against riders, including strict anti-tamper and tuning restrictions, roadside stop and check procedures, emissions controls, intrusive on-board diagnostics and changes to the current SVA (Single Vehicle Approval) process.

A large number of VSOC members including several from centre 10 joined in the protest. Such measures would effectively make building one-off specials or modifying bikes in any way very difficult if not impossible.

Political responses so far have been good, with MEPs getting involved and domestic and European representatives approaching MAG to ask how they can help.

## Charity Donation

Back at the AGM in 2010, I put forward the idea of instead of donating to a large national charity we should look into helping a smaller/individual charitable cause where the sums we raised would make a very real difference.

This idea was embraced by all at the meeting and after discussions it was decided we should look at helping someone in the club. To this end an e-mail was circulated amongst the centres and soon we had our potential cause.

Let me fill you in

Kenny O Donnell is a member from centre 5 who has a granddaughter 'Alisha' who suffers from an extremely rare condition. Septo-optic Dysplasia affects less than 1 in 100,000. It leaves sufferers blind and with acute brain damage.

Alisha is now 4 years old and is unable to walk or talk. She has also developed epilepsy suffering regular seizures.

Kenny and Alisha's parents have embarked on a fundraising campaign aiming to raise £10,000 for a safe sensory room in Alisha home and specialist equipment for the school she now attends. Heatherwood School near her home in Doncaster specialises in 3 - 18 yr olds with severe learning difficulties.

Kenny decided a good way to raise awareness and funds for the campaign was to do a round the UK mainland ride keeping as close as possible to the coastline, a journey of around 4,000 miles on his 650 dragstar, over 19 days

On hearing of his campaign and his ride, I committed myself to supporting him when he made it to our neck of the woods, so on 17th June this year I travelled from Huntingdon to Ipswich where I met Kenny and Peter Gauntlett (Mr K) with whom Kenny had stayed the night before. After a short chat Kenny and I set off towards our first scheduled stop in Lowestoft. We stopped there for a short while before continuing on to Gt. Yarmouth for lunch. Over coffee I got the time to get to know Kenny better and understand more about Alisha, her condition and what the future held for her.

We headed off and after another short stop in Cromer we headed onto Hunstanton through the rain along the twisty A149 and enjoyed a well deserved fish and chip supper.

As Kenny was staying the night in Hunstanton before his last day on the road the following day, I headed home to Huntingdon ( a long 280 miles in total, but well worth the effort)

I had the pleasure of meeting Alisha and her parents at Hull about six weeks later.

So I was really chuffed at this years AGM when we agreed to donate £1,000 towards the fundraising campaign.

I will be organising a weekend away in July next year, so we can do a presentation to Kenny and Alisha family. I will be seeing the centre 5 rep in November and again in January and hopefully will be able to let you know as early as possible the venue and camping/bed and breakfast options.

I urge anyone who wants to see gratitude for your efforts to attend what is going to be a surprise presentation

Mark

P.S.

For all those I will not catch up with before the new year may I wish you and your families a very Merry Christmas and a Happy New Year

## Get to know our members

*I would like to do this on a regular basis, if you would like to let other members know a little about yourselves, just send some details in or I will have to pester people until you do Just to get it going I have done a bit about Rosann & myself to start it off.*

### Andy (Big Boy) & Rosann

Member since: 1999

Town: Elsenham, Essex

Current Bike: XVS1300 Midnight star

Previous Bikes:

SS50

KMX125

GS250

XV535

XV1100 Virago

XV1600 Wildstar

XV1900 Raider

(they just seem to get bigger and bigger hence the nickname)



I joined the club in May 1999 at the BMF show after buying a 535 earlier that year, and it was soon after that I got into the rallying side of things, attending the Essex 1st Crusaders rally in July the same year, I have attended rallies regularly with at least 3 per year and have been to international events in Denmark, Holland, Ireland, Sweden and the Czech Republic. One of the best things about going to rallies home or abroad is you get to visit places that I would not have known about or indeed thought about going to, I've even kissed the blarney stone. I like being involved in club matters and have previously helped out with our rallies, centre parties, centre accounts, the newsletter and the BMF shows.

One of the things about joining a club is getting to know all the other members and we can say we have made many good friends within the club. Some of the conversations I have had with some members is not what you would expect from a bunch of bikers, ask Roger F about how to make the perfect Yorkshire pudding or if you want a good laugh ask Steve about his boating adventures.

Rosann started to accompany me to rallies after a couple of years, I think she was missing me! Rosann has also got involved in events and with organizing the Christmas parties.

We have been married for 32 years and have a son & daughter and a very active grandson, with another due next year. I work for an engineering company and Rosann works for one of the Colleges at the University of Cambridge, yes she is that clever, she must be she married me lol, also since the 17th Oct she has been granted British citizenship (God save the Queen and all that) to go along with her U.S. citizenship, so I guess she's here to stay!

So for all new members, now you know a little about us, come and buy us a drink and get to know us a bit more, mines a lager and Rosann will have a white wine or two

*Andy & Rosann*

# What's going on

## November

### 6th - Meeting

The Wild Man Inn  
Bramford Road  
Sproughton  
Ipswich  
IP8 3DA

### 13th - Meeting

The Seven Wives Pub  
Ramsey Road  
St Ives  
Cambs  
PE27 5RF

## December

### 4th - Meeting

The Wild Man Inn  
Bramford Road  
Sproughton  
Ipswich  
IP8 3DA

### 11th - Meeting

The Seven Wives Pub  
Ramsey Road  
St Ives  
Cambs  
PE27 5RF

### 17th - Christmas Party

Holiday Inn  
Ipswich

**Merry Christmas & A Happy New Year**

## January

### 8th - Meeting

The Seven Wives Pub  
Ramsey Road  
St Ives  
Cambs  
PE27 5RF

## February

### 4th –5th - MCN

### London Motorcycle show



### 5th - Meeting

The Wild Man Inn  
Bramford Road  
Sproughton  
Ipswich  
IP8 3DA

### 12th - Meeting

The Seven Wives Pub  
Ramsey Road  
St Ives  
Cambs  
PE27 5RF

## March

### 4th - Meeting

The Wild Man Inn  
Bramford Road  
Sproughton  
Ipswich  
IP8 3DA

### 11th - Meeting

The Seven Wives Pub  
Ramsey Road  
St Ives  
Cambs  
PE27 5RF

## Past Events

### Party on the Poop Deck / Devon

Well to miss the Friday bank holiday traffic, Rosann and I went down late Thursday night stopping at a travel lodge on route to the rally, the worried looking receptionist asking us if we were Hell's Angels (what she would have done if we said yes I'm not sure) and as it was the bank holiday of course it was going to rain and rain it did.

On arrival at the camp site I was surprised to see so many tents up as we had got there quite early, so up went the tent and off to see what was about.

The first night a soloist was playing and he was ok but on the second night they had a very good band and the dance floor was packed, don't ask me their names because after a drink or two I can just about remember my own.

On the Saturday Rosann & I decided to go for a ride out on our own, we went across Exmoor taking in the sites and on top of one hill, if I had been quicker I would have had a great photo of a Lancaster bomber that was almost level with us. Later, with no plan of where we were going we had to pull over, yes pull over, the roads are a bit small to say the least, for a tractor to pass and guess who was behind the tractor, centre 10 coming the other way, mind you I don't know if it was the tractor holding them up or the fact that a BLUE raider was leading, Saturday night was Pimms night, a new centre 10 custom, we're getting very sophisticated, well done to the Pirates for putting on a very good rally.

Sunday we headed off to Exebridge with Dave & Mary to continue our holiday, no tents this time but a very nice barn conversion with a nice pub just a short walk away, Dave's request, and 3 toilets, Rosann's request

Out and about we took in the sights of Devon, Waters Meet absolutely lovely and worth the walk down to and back up again, Dunster Castle and village is a must for Christmas shopping apparently? don't ask. Lynmouth & Lynton cliff railway and rock valley, a favourite of Rosann's especially as when we had walked there she spotted the car park. Porlock Hill 1:4 made the bike smell

a bit, Ilfracombe could have given that a miss, Minehead a nice sea side town with lovely fish & chips, Clovelly very lovely and very steep, a feature of Devon villages, and of course the Tank museum, Dave & Mary missed out on the museum but don't worry I've got lots of photos for them, even managed one of the toilets, never moan about portaloos again.

Loved Devon lots of nice places to visit.

Andy & Rosann



# Centre 10 Party

Well another successful charity party, members from centre's 5, 15 & 19 joined us at Runcton Holme to raise over £400 for this years chosen charity. Once again there was a party on the Friday night at the venue to which we were invited, this helps with those who have to travel long distances to join us, so is much appreciated. Rodders was on holiday so it was left to Mark to organize the event and what a good job he did ably assisted by Tracy and other centre 10 members, Rosann and Paula (C19) made some lovely cakes for us to enjoy and raised £22 for their efforts

The pool and darts competitions were closely contested with some strong opposition from the other centres but true to form Anthony (Sat Nav) was victorious in the pool competition and Kevin once again won the darts, everyone else needs to do some practicing for next year to stop these two winning again. Centre 15 showed their strength in winning Mary's music quiz, (great fun, thanks Mary).

Karaoke and disco were the entertainment for the night which went down well if the queue to have a go on the karaoke was anything to go by, with some good singing by some and lets say some not so good singing by others taking place, but still very entertaining.

With our usual well stocked raffle, well done to Tracy and Louise, why is it that Kevin & Sally always win the Smurf stuff, it must be fate.

Thanks to everyone who turned up to support us and to those who helped Mark out, we could not do it without you, and to my knowledge no one ended up with food poisoning which is always a result, well done to Mark, Rosann,

Martin and anyone else who helped cook.



Oh! Can anyone guess who packed their keys in their tent? See back page



Mark?

## Editor's thoughts

### Newsletter

First I would like to thank Andy for the past few years of producing the newsletter, this is my second time as editor so I know how much work it takes and it's made easier with help and contributions from the membership, so I will be pestering you all. I know lots of you take cameras along to events, so send in your pictures and a few words for the rest of us to enjoy, this will be mainly an email / internet newsletter, if you require hard copies please send me some SAEs, I will always have a couple of hard copy's of the latest newsletters with me at meetings and rallies, those of you who have received a hard copy this time, if you have an email account can you please let me know what it is, thanks.

Hope you enjoy this edition and let me know if there are any other items you would like included.

*Andy*

## West Side Meet

After reading Mark's bit in the last newsletter about finding a new meeting place I thought I would just add some information about the venue.

The Seven Wives Public House is located almost in the geographic centre of St Ives near the very busy junction of the A1123, Huntingdon to Earith, and Ramsey Road which leads to the town centre of St Ives.

It is therefore very easy to get to as you just head for the traffic lights on Ramsey Road and once you arrive the pub has a large car park at the rear which you access also from Ramsey Road.

From the car park you can enter the pub through the rear which is really the entrance to the restaurant. You will notice the sheltered smoking area to one side should you require to use it, mostly we park the bikes towards the back of the car park near to the pub garden, you can get a good Sunday lunch for just £5, so if you haven't been there yet give it a try, since being there the meetings have been well attended so you'll be sure to meet up with a few of us.



## Around the Centre's



If you fancy a trip out during the winter months when not much is happening, here are the meeting places of our adjoining centres, I'm sure they will make you feel most welcome

### *Centre 9 - Lost Riders (Lincolnshire)*



**Main C9 Meet:**  
**1<sup>st</sup> Tuesday of every month**  
**From 7.30pm -**  
**Venue: Mellish RFC Ltd**  
**War Memorial Ground**  
**Mapperley Plains**  
**Nottingham**  
**Nottinghamshire**  
**NG3 5RX**



**Lincolnshire Meet:**  
**2<sup>nd</sup> Tuesday of Each Month**  
**From 7.30pm**  
**The Duke of Wellington**  
**Lincoln Road, Leasingham**  
**Sleaford, Lincolnshire**  
**NG34 8JS**

### *Centre 13 - North London*



**Meet: 2nd and 4th Monday**  
**(unless a Bank Holiday which is then a Tuesday)**  
**Venue: Bridge House Pub,**  
**168 Mutton Lane,**  
**Potters Bar,**  
**Herts. EN6 2AW.**  
**We meet at 8.00pm.**



### *Centre 19 - Essex* *Crusaders*

**North Essex Meet: 1<sup>st</sup> Monday of each month**  
**Venue: Anchor, Upper St, Stratford St Mary, nr Colchester.**  
**Contact: Peter Gauntlett 01206 570604**

**South Essex Meet: 3<sup>rd</sup> Monday of each month**  
**Venue: The Bell Inn, Main Road,**  
**Woodham Ferrers, CM3 8RF**  
**Contact: John Evans 01268 775720**

**Meetings start at 8pm**

# Just for Laughs

When looking through some old photos I came across these



Our centre reps attempt at fancy dress, not that he really thought it through, he realised this when he tried to drink his beer

'You plonker Rodders'



Who said women can't drive

# Sports Bike Review (someone else's view of the Raider)

**Style. Performance. Attitude. And a splash more chrome. You can also have it all.**

A new generation of custom cruisers. Check the attention to detail. From front to back, it's the Yamaha Raider S 2011 charge of "custom" inspired parts. Extended fork, fat rear tire, low seat and an aggressive driving position. The Raider not only looks good it gives a fantastic driving experience too.

When the engineers at Yamaha set out to produce a true custom machine, the easiest part was the style and attention to detail.

The trick was to match the design inspired by "chopper" and a platform that would provide excellent handling. Yamaha's engineers were not willing to compromise. Raider S was to produce a great handling and excellent ride comfort. Discover the excellent quality, design and all round performance Raider S.

18kpl/51mpg \* fuel consumption (Imp)  
Injected 1854cc V-twin  
Excellent handling, incredible attention to detail

## ENGINE

High-performance, 1854cc (113 cubic inch) air-cooled, long-stroke, OHV, 4 valves per cylinder, 48 ° V-twin delivers torque with a massive acceleration of the ruling class of very low rpms.

Maximum torque at 2500 rpm, but the maximum power is at 4500 rpm, providing exciting pulses with great acceleration and torque feel.

Traditional pushrod valve engine implementation to keep the engine height to a lower centre of gravity and ensures more uniform heat dissipation

The four valves per cylinder optimal breathing efficiency of a great power delivery at all engine speeds. Two spark plugs per cylinder half faster, burning the maximum effect.

Heads design uses a roof combustion chamber and has a pent oil passage near the seat of the exhaust valve for improved cooling and durability. Leaders also point engine mount on each side of the head for increased chassis rigidity for exceptional handling.

Valves large increases engine power and torque. Intake valves are 36 mm in diameter and the exhaust valves are 31 mm.

Specially designed valve train includes short design intake and exhaust rocker arms that reduce inertia during high rpm use.

High Performance Specifications double mounted in the crankcase, high-lift cams ensure strong torque and acceleration ruling class.

Mechanical centrifugal decompression mechanism located in the exhaust camshafts, ensuring quick and easy starts.

Hydraulic valve lifters driven twin cam provides excellent performance and significantly reduce maintenance requirements and development.

The crankshaft is a single pin design, provided that V-twin and feel the pulse. Optimized flywheel and the "shock-less" crankshaft allows the driver to feel the immediacy of the engine power.

Balancers reduce vibration for Dual outstanding rider and passenger comfort. The balancers are positioned at both ends of the crankshaft to reduce vibration and to minimize the size of the engine case. The balancers are designed to reduce vibrations while allowing the pulse classic V-twin.

Layout of the housing 3-axis means the crankshaft, main shaft and drive shaft are specially arranged to minimize the size of the engine cases and centralize mass.

System dry sump lubrication oil has been optimized to ensure maximum lubrication and cooling. Special oil nozzles direct the bottom of the pistons to cool and lubricate them. Dry sump system, a more compact engine model since the oil tank is not part of the engine, which lowers the centre of gravity for easy handling and a light sensor.

Special "Dual Chamber" design of the crankcase. The front of the crankshaft, while the latter is a transfer. Two, 3-rotor high capacity oil pumps optimizes oil flow in both sections of the main engine.

Huge 100mm bore ceramic composite-plated cylinders provide uniform heat dissipation, reduce weight, reduce friction and increase cylinder life.

Large-diameter pistons are both durable and lightweight. Yamaha exclusive "controlled forged construction" keeps the pistons light for faster response and higher speeds with reduced vibration and alternatives to accommodate less mass. The pistons are coated to reduce friction Alumite.

Cooling fin thickness and depth is optimized for maximum heat dissipation, thereby eliminating the need for liquid cooling, maintaining that traditional, stylish air-cooled engine appearance. Each heat sink is specially processed to create points of light that changes with the angle of light.

43mm, double bore, gas downdraft fuel injection body (FI) with throttle position sensor gas (TPS) ensures great throttle response and maximum power at all speeds. This system is a "closed loop" because it uses an oxygen sensor in the exhaust to control the concentration of oxygen and adjust the FI system if necessary. The advantages of injection include the operation Automatic choke, better fuel economy, instant response and reduced emissions.

The 12-hole 2-directional Mikuni fuel injectors produce a wide spray for complete cylinder filling. This special spray combined with the two heads of the wings ensures complete combustion for maximum power. An idle speed control (ISC) was adopted to ensure stable idling performance.

High capacity electronic fuel pump is located in the tank under the seat.

State-of-the-art Electronic Control Unit (ECU) provides fuel consumption measured with precision and optimal control ignition spark using 3D mapping for each cylinder.

3.5-liter dual-air intake air box contains a single entry hole in front and one in the rear for maximum efficiency of breathing. This project not only improves airflow, but also reduces weight and allows a more open area of the steering column. Thick filter paper is used.

Air Intake System (AIS) injects fresh oxygen in the exhaust port to insure complete combustion thereby reducing harmful exhaust emissions (HC and CO), while a special cut valve reduces counter slowdown or acceleration in coastal .

High-performance 2-in-one-into-2 exhaust system features large pipes at the head of peak flow. Dual form of 3 honeycomb matrix catalyzers reduce emissions of harmful exhaust gases. The elegant dual muffler helps strengthen the torque and horsepower while producing a groove, V-twin growl. Heat shields protect the driver and passenger from hot components.

The exhaust system also features a lightweight titanium exhaust, power EXUP valve most often on high-performance sport bikes. EXUP system not only provides crisp throttle response and eliminates 'flat point', but also improves acceleration, reduces fuel consumption and harmful emissions as well.

Smooth-shifting 5-speed manual gearbox features optimized gear ratios so strong low rpm acceleration and relaxed highway cruising. 5th gear is overdrive gear to reduce engine rpm at highway speeds for maximum comfort.

Low maintenance belt drive system not only reduces the maintenance, but also clean and quiet. A belt drive system uses less power than a shaft drive and reduces unsprung weight for great rear suspension performance. The belt is made with cords made of carbon fibre for incredible strength and durability.

Easy access spin-oil filter type, fast easy oil change.



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## Chassis / suspension

High tech, cast aluminium double-cradle frame reduces weight, and balance the strength and rigidity. The engine is mounted rigidly in the frame for greater rigidity. The critical region of the head pipe construction of box-shaped features for strength. The framework not only offers excellent handling characteristics but also compliments the beautiful flowing lines of the entire machine. The open area behind and below the steering column can strengthen this "chopper inspired" fashion image. The front main harness cable is hidden in the steering column for a clean look.

Important Note: Raked-out front fork, which is usually a lot of trail offers a good straight line stability, but often leads to heavy control. Yamaha technicians do not sacrifice style of treatment, so they developed a 6 degree yoke angle offset, combined with 34-degree steering head angle of the fork is a total of 40 degrees. Raider illuminates the "sporty handling and steering easy" is not commonly found in custom-style bike. This bike is designed to drive! The key numbers: 6 degree yoke offset at an angle, 34 ° caster angle, 102 mm path.

Lightweight CF die cast aluminium swingarm offers superb rigidity and ensures excellent stability and handling. CF die casting process allows for beautiful shapes that are both strong and lightweight. This swingarm is a fashion statement in aluminium and compliments the rest of the Raider design.

Rigid fork 46 mm Kayaba front offers 130mm (5.1 ") of wheel travel for handling very stable and good driving comfort. The inner fork tubes are protected by guards smart elegant chrome.

Beefy, cast aluminium top triple clamp and computer designed with a lower crown angle of 6 degrees yoke gives excellent qualities, while maintaining the style chopper inspired.

Link rear suspension with adjustable spring preload Rear suspension single product management, tight and ride comfort. Kayaba shock is positioned horizontally under the engine with the addition of an important goal of treatment. Shock is hidden to provide that classic look "hardtail". Rear wheel travel is 90mm (3.5 ").

Powerful dual 298mm floating front discs are squeezed by ultra rigid, monoblock 4-piston callipers to provide sport-bike spec power off with great lever feel and feedback.

Nice looking custom 5-spoke aluminium 21 "front wheel gives a particular style to highlight. Width is 3.50 inches long and is equipped with a 120/70 profile tires. The rear wheel is also a custom inspired 5-spoke 18-inch cast aluminium mag design is 7.5 inches long. The wheel carries the widest rear tire ever installed on a motorcycle ... it's a Yamaha 210 / 40 tires. Both wheels are fitted with tubeless tires.

Grand 310mm rear disc is squeezed by a single piston calliper mounted below the swing arm for a lower centre of gravity and that customized "hidden look".

Two-piece seat features a deep notch in the driver's seat to give the helicopter inspired riding position The rear of the driver's seat doubles as rear / back support for the pilot.

60/55W headlight with a unique design inspired by the custom can be adjusted up and down, left or right.

Steel wings and the rear can be easily customized or painted to suit personal preferences. Custom style one-piece rear fender mounts.

Flangeless teardrop style fuel tank offers 12 litres of primary capacity. There are no welds visible providing that clean, custom look. Total fuel capacity is 15.9 litres with a 3.9-liter tank located low in the compartment under the seat. A high pressure electric fuel pump with quick connect fittings provide fuel to the EFI system.

Large 1.25 "diameter handlebars. All electrical wiring is hidden inside the handlebars to the clean look custom

Conventional fuel tank mounted on the dashboard. This instrumentation includes a Speedo total, fuel gauge and fuel warning light on bass, and a digital odometer, dual trip meter odometer and partial backup clock. Backlight can be adjusted to suit personal preferences. Reset buttons are on the dashboard when the selector switch is located on the train to move the left hand so you can scroll through the various functions without taking your hands off the handlebars.

Extra wide, brake and clutch levers provide that quality feel and look.

Bright LED rear tail light not only consumes less power, but is also more durable than the incandescent light bulb design.

*This was taken from a sports bike web site and I take no responsibility for the accuracy of the content of this review*

There are now 6 Raiders within centre 10, but I hope this review by a sports bike site has been of interest to all, and I hope to submit similar reviews on other models in future editions, but maybe not as long!



Not sure your keys are down there Roger