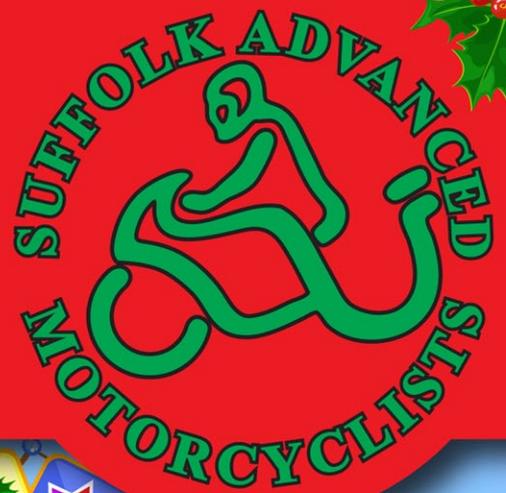


The SAM Observer

December 2013



Merry Christmas



IAM Group No. 7219

Registered Charity No. 1067800



www.suffolk-advanced-motorcyclists.com

The picture is of Father Christmas (Mike Roberts) and Elf (Graham Parker) taken at Alton Water. The bikes are a Kawasaki Versys 1000 and a Suzuki Inazuma 250 both kindly loaned by Orwell Motorcycles. Taken by Derek Barker
Mike Roberts did the picture editing and graphical work.



Pictures by Phil Acton



YOUR COMMITTEE

No Calls After 9pm Please

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NEXT ISSUE

Closing date for copy – **Friday after club night**. Send via e-mail or on a USB memory stick (which will be returned) or even hand-written, not a problem.

The Editor reserves the right to edit, amend or omit as he feels fit.

WEBSITE ADDRESS

<http://www.suffolk-advanced-motorcyclists.com>

SAM is a registered Charity ~ No. 1067800

All Official Correspondence to: **David Rudland**, 36 Sherborne Avenue,
Ipswich, IP4 3DR



DECEMBER'S CHAIRMAN'S CHAT

Dear Reader,

Welcome to the December edition of our SAM magazine, I hope you are doing your best to get into the Christmas Spirit. At the time of writing this the weather has suddenly turned particularly cold. Maybe

we'll have a white Christmas?

I am aware that there will be several of you expecting me to share the story of David and the exercise bike in this month's chat. Sorry, I just couldn't bring myself to do it and in fairness, David has made significant improvement since I found him gasping "clear the bed, clear the bed". Had I given in to temptation and shared the story I would obviously have explained that, once we read the instruction manual, we realised that I had set him the task of cycling for 10 minutes up a *very* steep hill.

The SAM calendar in the month of December is always slightly different to all other months of the year. We don't run a Roadcraft Theory evening and by the time this magazine is delivered we will have already enjoyed our December group night. If you were one of those who joined us for the Christmas meal, I hope you had a thoroughly enjoyable evening.

January heralds a return to our usual monthly routine and group night on Tuesday 21st will be the perfect way to beat those winter blues. Even those who start off a little bit reluctantly cannot resist becoming involved as teams rack their brains to triumph at the annual Quiz Night. Mike Roberts never fails to come up trumps with a wide variety of questions to test our wits and general knowledge. Please don't worry about the 'team' business. Each table forms a team, so just grab yourself a seat at a table and you'll have joined a team. Simple!

2014 will bring some very significant changes to our family life as my son Tim and his girlfriend Naomi embark on a life in Australia. It's all come together a little more quickly than we had anticipated. So much so that just a few weeks ago David and I were still planning a motorcycle trip to Scotland and another, possibly to Austria, now we're checking out the price of flights to Melbourne.

Of course there will still be some motorcycle trips and the Davey Bros. challenge that Nigel Chittock mentioned recently sounds really tempting. Further details should now be available on the SAM website.

With Christmas cards to write and puddings to stir, I really need to draw this chat to a close. I'd just like to take this opportunity to wish you a very merry Christmas and thank you for your company at group nights and other SAM events throughout the year. I look forward to catching up with you again in the New Year.

With my very best wishes for the festive season,

Beverley

IAM TEST PASSES

Congratulations to the members who have passed their
Advanced test this month.

Kaye Blundell	her Observers were	John Sillett and Karl Hale
Yvonne Butler	her Observers were	Ruth Elmer and Richard Toll
Helen Denny	her Observer was	Paul Newman
Brian Ellis	his Observer was	Karl Hale

When you pass your advanced test please let
Derek Barker or Susan Smith know.

SAM COMMITTEE NOMINATIONS

2014

The club is desperate for your help, Would you like to help out ? Can you spare a few hours a month ? And make a huge difference on what happens within the club. Like all well oiled machines it needs cogs. Become a cog and join the committee. Now is your chance. Fill in the form and send it to David Rudland via post or email. Nominations have to be given in one month before the AGM on 18th February 2014.

For more information and to download a nomination form visit

<http://www.suffolk-advanced-motorcyclists.com/nom>

GIFT AID FORMS

Thank you to all of you who have sent in completed Gift Aid Forms. We still need more forms though as last year we had approximately 170 Gift Aid members, this year we have only got 120 to date (half of the SAM membership). We normally receive around the £1000 mark for the claim we put into the HMRC. If we do not get more Gift Aid members this will drastically reduce the amount of funds we will receive from HMRC next year.

You can find a form on the SAM website under the membership renewal section or you can ask Judy Chittock or Linda Barker at group night. Also the more boxes you can tick on the form the better.

Many thanks for your help.

Judy Chittock MAAT Treasurer

IMPORTANT REMINDER

In February at the A.G.M it was agreed that subscriptions for the group needed to rise to maintain current commitments.

The amount from January for members will rise by £2 to £22 .

If you have joint membership the cost will be £25.

As most members pay by a Standing Order Mandate this is a reminder to please make sure you change the amount with your bank as soon as possible.

Thank you for your co-operation.

Linda Barker

Membership Secretary

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OLD MAN RAMBLINGS: TOURING ACROSS THE LOCAL BORDER

As I clambered aboard, the atmosphere thinned as the altitude increased and it felt like I was about to take a small planet for a test ride.

I was taking a VFR 800 in for a service at C J Ball in Norwich and as nice as they may be, rather than sit about eating Katie's Cabin burgers for two hours thought I'd book a test ride on a bike I'd had my eye on for a while. It was such an innocent start to a Saturday.

A quick guided tour around all the important bits, during which it was politely but firmly suggested that I leave the traction control switched on (slightly unnerving but fair enough), normal pre-flight checks completed, gear on and it was almost time to press the go button.

My working day as an IT Manager is spent, some would say being productive with all sorts of corporate technology, others (primarily those that don't understand it) would call it faffing about. Either way the net result is the same in that it must all work all of the time no matter what, a modern reality which tends to alter the way you feel about technology.

I have a laptop at home that's rarely used, a collection of remotes I routinely use about 5 buttons on, a bomb proof military analogue watch, and survive with an iPad and an iPhone because they reliably let me do what I need to do quickly with minimal naffing about (that's a technical term). Each to their own, but the last thing I want on a motorcycle is more tech and buttons to mess about with so I was pleased to see that there was just one technical button for traction control, and the rest I could either ignore or Mr Honda would kindly take care of on my behalf each time the key was turned.

Go button pressed and somewhere far below me was a turbine like whine, which I took to be a good sign so clonked the 1200cc V4 shaft drive battle cruiser, sorry, bike into first gear and set off.

It's a modern bike and I'm not a road tester so I'll keep this bit brief as you can probably guess most of what's to come. Thankfully, as soon as it was moving the not inconsiderable weight disappeared and with a decent back brake it was

OK at slow speed. With 127BHP and 126Nm of torque it goes rather well and makes very little fuss about reaching whatever speed you wish, gear changes are optional. Large discs, ABS and linked brakes make sure it stops well too, thankfully. On really tight roads it's not as fast to switch direction as the VFR800 but otherwise corners are dispatched without issue and overtakes are over almost before you've started them. It's comfortable, the mirrors work, the dashboard tells you all you'd ever need to know, visibility as with all these adventure style bikes is excellent and there's more than enough luggage space for anyone. The SE version comes with the extra bits you might wish for as standard: luggage, centre stand, heated grips, hand guards, crash bars, auxiliary power socket, fog lamps and a touring screen.

I'd imagine the same to be true of all large dual purpose machines but the way it covers ground is very impressive. If you've never tried one I'd suggest you give one a go. It may feel slower as there's no real mechanical fuss and you're slightly higher up which alters your perspective of the world, but feedback from my travelling companions, Leia and Nick, certainly said otherwise.

I've always read bike press opinions in the same manner as I may read a comic, and with a huge pinch of salt. Most bikes I've owned have apparently had "problems" most of which can either be ignored or are plain wrong. As you all know, bike choice is ultimately a very personal thing so the only way to work out if one is for you or not is to try it rather than read about someone else doing it. Aside from Lings, if you ever wish to test ride a Honda (or Suzuki) then I'd suggest calling Chris at C J Ball and he'll do all he can to arrange it for you, if you're really lucky you might even get a free burger!

However, as with everything in this world it's not perfect:

Compared to what I'm familiar with, it's big. Very big. It's also heavy. Very heavy.

The top box has a zip in it to expand the lid. I have no idea why. Why not just make it bigger in the first place? Not one of Honda's finest moments. It's quite large.

Tank range is somewhere around the 200 mile mark but as I'm not planning to cross Kazakhstan anytime soon that's plenty for me.

The horn and indicator buttons are the wrong way round\up which takes some getting used to.

It's quite big.

The auxiliary power socket is under the seat rather than anywhere useful.

Did I like it? I bought one.

So, if you ever see a large white Honda randomly hooting at nothing, give me a wide berth or you may end up being dragged into the planetary gravitational field of a VFR1200X Crosstourer.

Stuart Young

MOTORBIKING IN ITALIA – BELLISSIMO!

My wife and I were planning an overseas bike trip for the Autumn and decided to work around a visit to the San Marino MotoGP at Misano Adriatico. The ferry was booked, GP tickets purchased and a return overnight train ticket from Livorno in Italy to Den Bosch (s-Hertogenbosch) in Holland allocated – the rest was fluid! We had not taken the bike on a train before and we were looking forward to it, although sharing a 4 berth cabin with someone else could be a recipe for disaster!

We took 3 days to travel to Misano, with overnight stops camping at Ribeauvillé and Lago Di Piano (crossing the Alps in Switzerland) then riding along Lake Como and boring motorways to Misano where we stayed at the Baltic Hotel for two nights with a balcony view of the sea and good for a swim. The Ducati was taken care of under cover at the back of the hotel – highly recommended.

For this trip we had purchased two new items of camping kit to try that both proved excellent. Silk sleeping bag liners (pack very small) were great either to add extra warmth to your sleeping bag or to sleep in separately when very hot. We also took Alite Monarch chairs (also pack away small) that have 2 legs so you balance like leaning back on a 4 legged chair. These proved brilliant as they could be used like a stool for say cooking or lay back in them to relax with a beer.

Misano was buzzing, especially with so many Rossi supporters and there was an added bonus of a free bus too and from the circuit. The first night we had

pizza in a restaurant on the sea front with a racing bike inside. Later that evening we heard a bike revving loudly and it was this one, still inside, with the doors open and the restaurant full! The racing was good but the Brits had a bad day. Viewing from the grassy bank area 'Prato 1' was excellent and probably offering the best overall viewing I have seen on a race track. Binoculars are a must though.

We left Misano heading west to Tuscany. We had carried out some research beforehand so we had several options. We ended up riding to San Gimignano, a delightful old Tuscan hill town where we camped and spent the afternoon and evening. The campsite was terrible (the pitch was like camping on a building site) and the most expensive of the trip!

The next day we rode to Volterra and again made use of all the free Moto parking to have a look round the town and then carried on East. After a drink stop we thought we could make the ferry to the Island of Elba so headed for the port of Piombino where we arrived with 10 minutes to spare! After a very rough crossing (one ferry company was closed due to the weather) we arrived at Portoferraio, where Napoleon was exiled in 1814. From here we rode up the Enfola peninsular and stayed at the most idyllic Camping Enfola with a terraced pitch overlooking the sea and a lovely sunset. We explored Portoferraio and also did some hiking around the cape of Enfola and to some lovely beaches for a swim. Cooking beside the tent, a beer in hand, overlooking the sea at sunset – it can't get much better than this!

After 3 nights on the island we had a smooth crossing back to the mainland and then headed north to Pisa. There is a campsite in the city just 10 minutes walk from the tower itself. The campsite was surprisingly good, with a swimming pool, not expensive and we got a 10% discount from staying at the building site! We walked into town to be mesmerised by the leaning tower. We have all seen pictures so many times before but we were genuinely taken by how much it leaned. We managed to get a 30 minute tour of the tower booked 15 minutes after we arrived. This cost 18 euros each but was well worth it. The next morning we woke early to ride in to take some photos of us and the bike with the tower in the background.

From Pisa we had a short ride south west to Livorno to catch the overnight train back to Holland and then home. We were looking forward to this as possibly a new way to cut out a lot of the long journey but it turned out to be

more hassle that it was worth, although others who have done this before tell us that their train experiences went more smoothly.

As this may interest others I will detail our findings. The first issue we had was the paperwork said bike screens had to be removed. However, in Italy they didn't seem bothered especially if factory fitted but when I found out later that the vehicles were on the open carriage travelling backwards (not always the case apparently) I was very concerned the screen/fairing may get damaged. The second issue was luggage as we use soft luggage and we were advised to remove it. We thought this was in case it fell off but we were told that sometimes items can be stolen when thieves get on the train when it stops at borders. We decided to leave our panniers on the bike but secure them as best we could with wire ropes and padlocks we take to secure our clothes and helmets when off the bike.

Then there was the waiting, and more waiting, before the bike could be loaded onto the bottom rung of the open carriages – watch out for the very low ceiling height that could take your head off if your not paying attention! The bike was strapped down using knurled buckle straps not ratchets, so more worrying! We then had more waiting before we could board the sleeper coaches with the rest of our stuff – 2 x dry bags plus jackets and helmets. Luckily the cabins had enough storage so this wasn't a problem. We shared a cabin with a couple on a GS, satnav and so much luggage. One of their sleeping mats alone was much bigger than our dry bag with tent, hammer, 2 x sleeping mats, 2 x sleeping bags, 2 x silk liners, stove and spare gas cylinder! We got on ok though although it would be much more relaxing with your own cabin and felt the trip was more of an endurance than fun. At Den Bosch we had a lot more waiting before the bikes and cars were off loaded and we could be on our way again. The good news was that there was no damage to the bike and the panniers were untouched!

Basically we lost 2 whole days and could have ridden straight from Pisa to the Hook of Holland (about 825 miles) with a nice campsite stop in between. It was a shame because the train could have been so much better. The overnight ferry to Harwich was a dream in comparison, leaving all the gear on the bike and like a mini cruise with our own cabin.

All in all a great trip getting the balance between riding and off the bike time just about right for us but the train, well ...

Phil & Dee Acton

Pictures on page 2

BREAKFAST RUN

5th January 2014

Jubilee Café
Old Ipswich Road,
Ardleigh,
Colchester,
CO7 7QJ
Tel: 01206 230316

Meet at Beacon Hill **10:00** for Briefing at **10:15** and subsequent departure.

All riders must attend Briefing.

Ride Co-ordinator is Trevor Adams.

Leave the service area and take the **third exit** to Needham Market.

Turn left immediately after the railway bridge and straight over at the Barking Lion. Continue to Bildeston.

Turn Left at High St to **A1071** where a staggered **left** then **right** is taken.

Follow **B1070** to Cattawade roundabout.

Turn right at Manningtree Station roundabout to the mini roundabout at the top of Lawford Hill.

Turn right, keeping on the **A137**, to Ardleigh.

Turn right in to TheStreet.

Turn left at Lambs Corner.

Join **A12** - then straight away leave it again on The Old Ipswich Rd.

At T junction 'Jubilee' is almost opposite to the **right**.

Gravel car park - **take care**. Sidestand puck may be needed!

Please check the SAM Calendar and SAM Forum on-line for last minute changes/cancellations. On the Forum you will also find the routes as text, route cards, and on Google Maps / Streetview, along with a photo of the destination, so you can familiarise yourself with the route before the day.

SOCIAL RIDES

Please note that it is you, the rider, who is deemed to be in control of the vehicle at all times during an Observed Run and during all other Group activities and that the Committee of Suffolk Advanced Motorcyclists cannot and do not accept any liability whatsoever for any injury to person or damage to vehicle occurring in the course of any rally or other event organised by the Group. Any member attending such an event does so entirely at his or her own risk and must maintain their own insurance to cover any said injury to person or damage to vehicle and must be riding a road legal vehicle, having valid road tax, insurance and MOT certificate (if applicable).

Participants on S.A.M social rides are advised of the Events Committee's guidelines as follows:

- 🏍️ You will be expected to provide a suitable means of carrying a map of the route
- 🏍️ If possible, have breakdown cover for your machine.
- 🏍️ Be responsible for your own safety
- 🏍️ Rides will commence promptly at the published departure time.
- 🏍️ Have a FULL tank of fuel
- 🏍️ No more than 5 in a group.

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DAM BUSTERS TOUR

In mid-October Pete Ward and myself joined a week's tour of war sites across parts of France, Belgium, a small section of Luxembourg, Germany, and a really tiny piece of Lichtenstein, with Bespoke Motorcycle Tours.

4 bikes and two guides set off from the Chunnel early on the Monday morning and headed through France, initially on motorways, towards Belgium and our first stop at Ypes for lunch. The town is very picturesque, having been extensively restored, we didn't get to see much, it was raining, and we needed to get on. We did stop off at a small war cemetery on the way out of town, on our way to a cosy traditional hotel at Houflage, in the Ardennes. It had rained pretty much all day so the wet gear was put on radiators and dried fairly well overnight.

Day two was dryer and we rode lovely back roads to Endersee dam. This was where the RAF Lancaster's of the 617 squadron used the Barn Wallace bouncing bombs to breach the dam. We walked across the dam and tried to spot where the dam breached. Apparently, the bombing runs were complicated by the geography, hills virtually surrounding the dam. We spent the night nearby in a biker friendly hotel.

The following day we were out early as we had a long ride across Germany to what was in old Eastern Germany, 60 miles from the Polish boarder, Colditz castle. We arrived late in the afternoon and parked the bikes in the castle courtyard, where else would you be allowed to do that ? We spent the night in the hostel, which is in the German headquarters in the castle. We went into the town to eat sausage and drink local beer.

Trying the local brew wherever we stopped became a nightly routine !

In the morning we had a 2 hour museum tour of the castle, which was fascinating as we were shown many of the successful escape sites and methods and the failures. We also saw items, tools, clothing, radio for instance that were left behind after the war ended. The castle has now been purchased by the local authority and is being renovated and will eventually show different aspects of the buildings history. After lunch we headed off south/wetish for about a 175 mile ride to Nuremburg, where the Nazi rallies and, after the war, the trials took place. We stayed in a city center hotel and in the evening walked to a great restaurant in an old brewery in a park ! The food and beer was very welcome, the latter in litres this evening !!

Day five and we found ourselves on lovely roads heading north/west to Bad Liebenzell, approx 260 miles, and a nice modern hotel for the night.

We ate in the hotel and after a good night's sleep and breakfast in the morning washed some of the dirt off the bikes, we headed off after replacing a blown headlight bulb, on glorious wooded undulating roads, ending up on the famous B500, a brilliant bikers road, which took us into Baden Baden for lunch and a spot of people watching ! From Baden Baden we crossed into France and across the Vosges to Fey and the hotel Les Tuilleries. A very nice hotel but the food was decidedly nouvelle cuisine !!

The following morning we set off early as we had a 3.15 crossing on the Chunnel, so we stayed on motorways.

We had a great week, on some wonderful roads, visiting some memorable war sites, and after the first wet day , the rest of the week was basically dry with some showers.

We did notice that different countries place different emphasis on road condition. French and German roads tend in the main to be well maintained, but we didn't need a sign to let us know we had crossed into Belgium as the roads there are potholed, uneven and generally poor.

Riding through old East Germany was interesting architecturally, as the towns there contain lovely half-timbered houses alongside concrete blocks.

We had no biking problems, but our days were somewhat extended due to the fact that the other couple with us were riding Harley sportster 48s.

These have no screens so anything above 70 mph was a problem at times, and have 6 litre tanks so we spent a lot of time in filling stations !

Pete and I left the others at one and made an earlier train back.

A footnote. After approx 1,800 miles of trouble free biking across the continent, on the ride home to Ipswich we were held up on the M25 and filtered in pouring rain due to an accident, after which we were held up for an hour on the A12, and more filtering, as some plonker had had an accident and left the scene after locking his car !!!!

Ian Bishop

Pictures on page 27

IPSWICH MOTORCYCLE ACCESSORIES

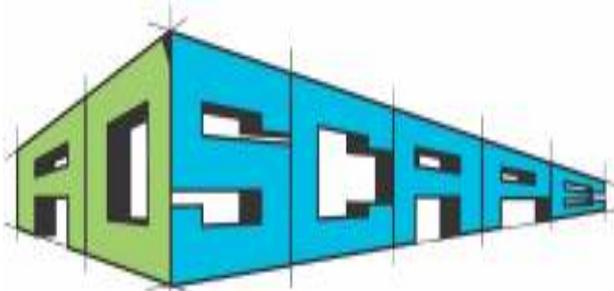
HELMETS: SHARK, AIROH, DAVIDA, VCAN.

CLOTHING: RICHA, REVIT, SPARDA, RAYVEN,
DRAGGIN JEANS.

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PRACTICAL BUSINESS ADVICE

DAVEY BROS MOTORCYCLE CALENDAR CHALLENGE 2014

THE CHALLENGE: Visit the 12 locations (or nearest accessible point) shown on the calendar from January to December. The event runs all year and the locations can be visited at any time and in any order. You must visit by motorcycle (not necessarily the same motorcycle) and provide evidence of your visit.

ENTRY: Simply purchase a calendar for £5 plus postage. Once you have visited all the locations send your details and evidence to Paul Davey at Davey Bros. Motorcycles, 98 Alan Road, Ipswich, Suffolk IP3 8EZ.

RESULT: All those who complete the Challenge will be recorded on the Calendar Challenge page on the Davey Bros Motorcycles website. In January 2015 the names of all those who completed the Challenge will be placed in a draw. A name will be drawn and that person will receive £500 to donate to a charity of their choice.

LOCATIONS: Stonehenge, Longformacus/Duns Scotland, Snowdonia Wales, Brancaster Staithe, Knaresborough, Botallack, Exmoor, Great Orme Wales, Whitchurch Upon Thames, Buttermere, Tower Bridge London, Curbar Edge Peak District.

Riders might consider using the Challenge for their own charity fundraising. Please let us know the result of your efforts if you decide to do this so we can share the result on the website www.daveybros.co.uk

Depending on the number of entrants Davey Bros will consider commissioning an exclusive 'keepsake' such as a mug or badge. This would be available to all those successfully completing the Challenge at cost.

Please contact Paul Davey at Davey Bros Motorcycles on 01473 254488

Sent in by Nigel Chittock who thrown down the gauntlet.

NOVEMBER'S EDITORIAL 2013



Deck the hall with bows of holly, tra la la...la la la.... bar humbug...

Its not that I'm a miserable old fart, Christmas comes once a year on the same day every year.. but it has become a commercial feast and we have been bombarded with adverts about buying presents for our loved ones. None of which comes with in my budget of £5

per person. To me it's not about the presents, is more about families getting together and enjoying their company. Anyway, Christmas should start in December only... So by the time you get to read this it should be a few days away, Turkeys are getting very nervous, we reared one from a chick and had it running round our garden. Best turkey I have ever had the pleasure of putting on the table, wasn't dry like the shop bought ones. So may I wish you all and your families

A very happy Christmas and great New Year.
A very happy Christmas and great New Year.

Oh as for the bike, well its been hibernating in the garage, last time I used her to go to the Copdock bike show she wasn't running right, sounded if I had a cylinder down and was burbbling on acceleration. I took the fuel tap out and had a look, as I thought my little mistake with the diesel had stirred up the sludge in the tank and collected in the tap, but no that was clean. Put in new petrol and run to Diss for the Remembrance parade with the ATC, and still was not sounding right on tick over, once going was ok, When I got home I noticed that here was a strong smell of petrol. Hum, that must mean that fuel isn't the problem, so bought and replaced the spark plugs. I had replaced them in the summer in its last oil change. All the plugs where clean with a small white powering which it normal, except plug number 1... that came out black... once I had the tank back in place fired her up and she seemed to run fine on all four. Have to go and see a few new inquires today, 23rd, so we will see how she behaves. Otherwise, I might have to take the head off and look at the valves, which I don't have time for at the moment...

That didn't solve the problem, speaking to friends they think that the pilot jet might be blocked, so have to take the carburettors to bits and clean them out.

WANTED

We are coming up to the end of the year, Bikes are going to bed, winter is just around the corner and we have had a few flakes of snow. The AGM is in February and this is your chance to join the committee, Help out with forthcoming events and become involved with your favourite club

As Editor, I need help...

This is where the membership come in and I have been bleating about it before and reading past magazines seems to be the editors woes. Is that to keep the magazine going, which in turn means that you have every month your favourite magazine to read, I need articles. In addition, I would like to know about events that are around Suffolk, Norfolk, Essex and Cambridgeshire, Many a time I have seen a show and thought it should have been put in the magazine if I had known about it.

So over to you, send me details of events, Articles. You can contact me via Mobile, Text, Facebook, Email, or Club night were I normally bring the club laptop so I can plug in your memory stick and download your article.

Safe Riding

Felix..

Editor

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Tel: 07712649860

editor@suffolk-advanced-motorcyclists.com

Thank you

To all the members who have contributed to this month's magazine.

**CLOSING DATE FOR COPY FRIDAY AFTER CLUB
NIGHT**

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If you'd like to help save the Group on the printing and postage costs of your monthly 'hard copy' of the 'SAM Observer' by opting to receive an email notification instead, then please give me your email details on Group Night or send me an email.

I hope that you have been enjoying the reports that members who go on ride outs have written, and as you can see, it doesn't have to be a wordy passage, so feel free to scribble a few words down, a few pictures and next month you will have another great magazine to read

Don't forget to take your cameras and a notebook to record your trip then you can write a nice article about it for your favourite magazine. I have a word template if anyone would like it, email me and I'll send you a copy which has all the formatting re-set on it. Please remember that we use Times New Roman as the main font for the magazine at a size 16 so that when the printer converts the A4 pages down to A5 the font looks like a 12. I like pictures to be separate to your articles because I can make them bigger or small to fill the page

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MEMBER INFORMATION

A lot of useful information about SAM and its activities is available on our website. Below are some key links members will find useful.

CONTACTS

Contact details of SAM's Committee & Observers, complete with photographs so you can recognise everyone.

<http://www.suffolk-advanced-motorcyclists.com/com>

<http://www.suffolk-advanced-motorcyclists.com/obs>

CALENDAR

Our online calendar with relevant links which can also be linked to your smartphone.

Contact: Mike Roberts

<http://www.suffolk-advanced-motorcyclists.com/cal>

OBSERVER ASSOCIATE CHARTER

What is expected of the Observer and Associate while preparing for the IAM motorcycle test. Contact: Derek Barker

<http://www.suffolk-advanced-motorcyclists.com/chart>

CARING SAM

Our customer service & complaints procedures. Contact: Karl Hale

<http://www.suffolk-advanced-motorcyclists.com/care>

DISCOUNT SCHEME

Save your membership fee, and more, by using these retailers who give a discount to SAM members. Contact: Bryan Duncan

<http://www.suffolk-advanced-motorcyclists.com/disc>

ADVERTS

Got something to sell? Want to see what other members are selling? See our online adverts section. Contact: Mike Roberts

<http://www.suffolk-advanced-motorcyclists.com/ads>

SHOPS

T-shirts, sweatshirts, fleeces, hats, and more are available from SAM's two online shops. Contact: Mike Roberts

<http://www.suffolk-advanced-motorcyclists.com/shop>

FORUM

All the latest news and discussion on all things SAM and motorcycle related. Have a read, and then register to join in. Contact: Mike Roberts

<http://www.suffolk-advanced-motorcyclists.com/forum>

SAM EVENTS FOR YOUR DIARY

JANUARY 2014

Sunday 5th **Breakfast Run**, Page 14

Tuesday 21st **SAM Group Night**. Announcements at 19:30 Followed by SAM's Famous Annual Quiz

Thursday 23rd **Theory Evening**. Come along and learn more about Roadcraft. 19:30. Topic: Overtaking

FEBRUARY 2014

- Sunday 2nd** **Breakfast Run**, TBA
- Saturday 15th** **Saturday Jaunt**, TBA
- Tuesday 18th** **SAM Group Night.** AGM at 19:30, followed by announcements and guest speaker from the National Escort Group
- Thursday 20th** **Theory Evening.** Come along and learn more about Roadcraft. 19:30. Topic: Planning & Positioning

OTHER DATES THAT YOU MIGHT WANT TO PUT IN YOUR DIARY

JULY 2014

- Sat 5th ~ Sun 6th** **BMF National Road Rally**

NOTE FROM EDITOR

Please check the SAM Calendar & Forum for further details and for any changes after going to press. Especially in winter months when the weather can be unpredictable.

DISCLAIMER

The articles published herein do not necessarily represent the views of the Institute of Advanced Motorists or the Suffolk Advanced Motorcyclist Group. They are the opinions of individual contributors and are published with a view that free expression promotes discussion and interests.

NORFOLK ADVANCED MOTORCYCLISTS

3rd Thursday of the month, 19:30, at Dunston Hall, A140,
Norwich, NR14 8PQ

Chairman,	Rob Chandler,	01493 730409
Secretary,	Alex Mason,	01603 716735

come on down we've got a lot to offer

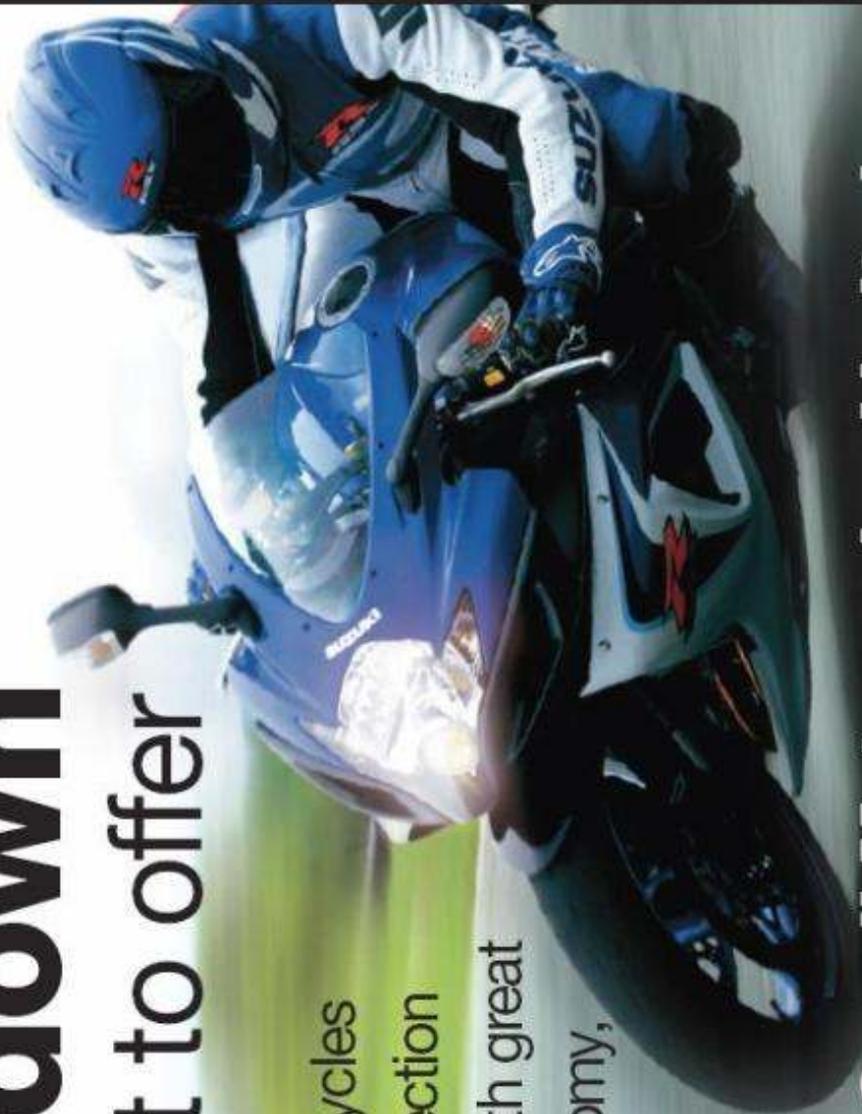
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