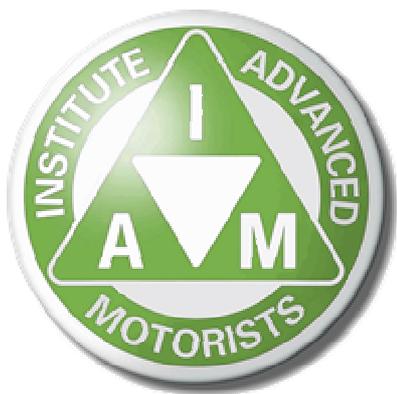


The SAM Observer



Your Committee

No Calls After 9pm Please

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Secretary	John Goodwin	01394 277650
Treasurer	Peter Chrisp	01284 810427

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SAM Observer Editor	John Eden	01206 392652
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Events	Gary Curtis	01473 415641
Events	Paul Sharpe	01206 824387
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Simon Phillips	01473 830671	Martin Leach	01473 717713
Karen Chinery	01206 577101	David Rudland	01473 401362
Chris Smith	01206 251946	Mike Fox	01473 437893

I.A.M. Examiners

Bob Gosden	01473 716873
Dave Solomon	TBA

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To see 'The SAM Observer' in it's full colour glory, visit the website

WEBSITE ADDRESS

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



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NEXT ISSUE

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£45 for half page and £65 for full page.

Advertise on the SAM website for an additional £20.

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.

The Thoughts of Chairman Mike



Some of you will be reading this at the 2007 AGM, probably while I'm at the front of the hall conducting proceedings. I gave a summary of another successful year for SAM in my column last month so I won't reiterate the highs and lows I wrote about. What I did promise in that article was to give you some more information on the way that SAM is getting more involved with other road safety organisations.

The more observant of you will have noticed an additional logo on the front cover, that of the Suffolk Ride Net (SRN). I've mentioned this network of Suffolk dealers, trainers, and official bodies before, and we are working more and more closely with them to help promote safer riding for Suffolk's motorcyclists. Due to their support and promotion of SAM (see the website <http://www.suffolkrider.net>) the committee is more than happy to display their logo on the cover of our magazine, Events Calendar (promotional leaflets) and our group's website.

As part of our partnership with SRN, I'm pleased to say that we will be working with Suffolk Police, Suffolk County Council, and other members of SRN at a series of events planned for this year. The dates are yet to be formally announced, but the first of these will be in April. The intention is to setup base at a location on favourite biking roads, invite motorcyclists to stop and have a free burger/coffee, discuss bike/road safety, and then offer for one of our Observers to follow them for a few miles on their planned route. Of course, along with the feedback on their riding, SAM will provide them with information about our group, and how they can join and prepare for the IAM test. This will hopefully give us the opportunity to speak to some of the bikers who we wouldn't normally make contact with.

As well as the Suffolk Ride Net event, we have also been invited by PC Kevin Stark to attend the second day of each of the Suffolk Police's Bike Safe courses throughout 2007. This again will allow us to promote SAM to other motorcyclists who have shown they are interested in improving their riding and safety. You will see the dates elsewhere in the magazine, so if you could help, please get your name on the list of volunteers.

Finally, we have been asked if we would like to have a stand at two motorcycle

events at opposite ends of the county. One is at Bury St. Edmunds, and the other at Lings in Lowestoft.

Well, that's a lot about promotion of SAM, but it is very important we continue to get the name and reputation of SAM circulated in all the right places. If you can help with any of these events, please see the "Can You Help?" page elsewhere in the magazine, and let the person co-ordinating our attendance know. We don't always see immediate results from some of the events we attend, but quite often when speaking to new associates at a Theory Evening I find out that they first heard of us at an event that may have taken place 12-18 months ago. It just needs us to plant that thought of improving their riding in their heads.

Next month we will be publishing the dates for the Slow Riding days for April through to July, so keep your eyes peeled and get one of them in your diary.

I'm writing this as the winter snow is melting away. Now while this may have stopped your fun on the bike, you still need to renew your membership with SAM. If you haven't already done so, a renewal form has been included in the magazine again, or you can complete it on our website. Don't forget to sign your cheques. We know who you are and where you live ☺

Keep safe.

Mike Roberts

e-mail: mike.j.roberts@btinternet.com (Please start your e-mail title with SAM so that I can find it amongst the generous offers of Viagra, money laundering, and love!)

"If the automobile had followed the same development cycle as the computer, a Rolls-Royce would today cost £100, get a million miles per gallon, and explode once a year, killing everyone inside." – Robert X. Cringely, InfoWorld magazine.

Carole Nash Insurance

Motorcycle insurers Carol Nash are now "rewarding" SAM with a £ 20-00 incentive for each new group member who takes out a new policy. The free phone number to call is 0800 083 4422, contact name is Barry Dixon.

Please quote to Carol Nash **number 1597** this will ensure that SAM get the money. This offer does not apply to renewals

Secretary's Scribbles



This being my last endeavour as group secretary I suppose I had better start by being nice to everybody. During my time as secretary I have worked with three chairmen, the first was Pat Goodchild whom I first got to know as my observer. I always try to be on time, sometimes with more success than others but Pat was always at our rendezvous before me, usually he was walking about puffing on a small cigar, no matter how early I was there I was always second to arrive. Having got to know him and Dilys over the years I now know the meaning of "Holbrook Time", Holbrook time is never to be late if it is possible to be so early that a ride around the local area has to be undertaken to use up the excess time. Angel and I have become firm friends with Pat and Dil over the years and we preface every time out with them with the words, "mustn't be late, Holbrook Time".

My next chairman was Keith Gilbert, sadly like Pat he has ceased to be a group observer. When I first thought about joining the group I was advised to ask for Keith Gilbert as everyone knows Keith, which was of course correct. My two biggest memories of Keith are first he is the total motorcyclist and second he has a photographic memory for names and faces. Also he has a photographic memory of Roadcraft and could always be relied upon to quote chapter and verse. The other thing about Keith is that his home was always open to all, not sure about a welcome in the valleys, but there was always a welcome at Stowmarket.

Last and of course not least is our current chairman Mike, he appeared as a long haired greasy oink on a Blackbird, now of course he is a shorter haired greasy oink on a succession of Pans. What can I say about Mike, apart from his recent spell of illness he works tirelessly on our behalf, did you know that the quiz nights he puts together for us take over 30 hours of computer time. He shows up for breakfast runs, fish and chip runs, class room sessions for associates, organises slow riding days, is both an observer and senior observer and helps many of us out of our self induced computer muddles. On top of this he has a wife and daughter and works full time for BT, no small wonder the man has been ill he must be cream crackered.

Also I suppose I must make mention of Keith Wright, a man who can be relied

upon to swing on his chair like a child at committee meetings and eat biscuits. I have to admit that I still marvel at how he recovered from his dreadful accident and now rides again with an undimmed enthusiasm, the man is a marvel. I must go and lay down now having been nice to him.

Not to be missed is Rob Day the man responsible for our continuous observer training regime, something that the IAM are now trying to pass off as their own idea, likewise our Ridesafe days. However where SAM does them for free the IAM expect us to charge £ 30-00 a go and then send the money to them? Riders who are not sure of the line to take on the road just need to follow Rob, a man either described as the master of Roadcraft or a grumpy old git. There are of course too many other members to mention but I am sure you all know who you are.

The saddest thing to happen during my time as group secretary was the loss of a dear friend Robert Punchard, Robert died of Pancreatic cancer. Those of us who were privileged enough to know Robert miss dreadfully his dry sense of humour and wry smile. Also of course we miss his gentle prodding of wife Bladders who could usually be persuaded to put the kettle on. (Bronwyn to Blodwyn to Bladders, rude I know but I have my standards to maintain)

Members who have been kind enough to read my ramblings over the years may have come away with the impression that I look upon the IAM as a self seeking, power mad bunch of megalomaniacs. Another oft-voiced criticism of the head Office is that they are not interested in bikes; this criticism is often made, occasionally rebuffed but never answered satisfactorily. However I must mention two IAM gems, Sandra Worsfold and Lyn Francis, these two girls can be relied upon to help and sort things out and so I must record my delight at having known them and my thanks for their help over the years. Also perhaps to be mentioned is Tony Clarke our motorcycle coordinator, he is light years ahead of his predecessor but sadly the more we have to do with Tony the more indoctrinated with IAMHO lore he seems to become.

So why am I going? Oddly enough I have not been threatened by the IAMHO or even asked to go by the members of SAM committee, no matter how rude or sarcastic they have all been I have enjoyed every minute of it all. The reason I am going is that old enemy, time, I have been asked to stand as a candidate in the forthcoming Felixstowe Town Council elections and they meet on the 1st and 3rd Wednesday evenings of each month. Just like every one else I have not yet managed the trick of being in two places at the same time, the SAM committee have already moved the committee night from Mondays to Wednesday for me which has allowed me to continue for two more years.

Will I miss it all? Of course I will so spare a thought for the grey and tired old biker sitting at the rear of the hall and continuously saying, "We didn't do it

like that in my day”.

Very, very, grateful thanks to all who have made my time as group secretary so colourful over the years and to those members who never lift a finger for the group, you should be ashamed of yourselves!!

Good safe riding to all

John G

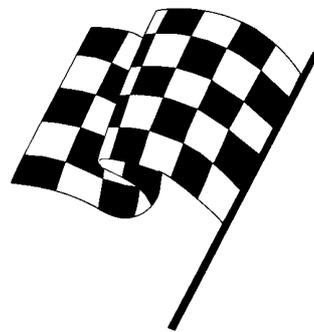
Bennetts Insurance

If you take out a new policy with Bennetts please quote **T2983** (Training School Number) as this will earn SAM £30.

Please note, if you buy online you will have to phone Bennetts with this number. This offer does not apply to renewals.



Congratulations!



To the following Associates who have passed their IAM tests.

Mark Youngman from Marlesford passed on the 3rd January, 2007. His Observer was Keith Wright.

Matthew (Matt) Cullum from Ipswich passed his test on the 8th January, 2007. His Observer was Derek Barker.

Also this month congratulations go to Karl Hale and Derek Barker for passing the IAM Senior Observer test. Their success at a very difficult test will increase our team of Senior Observers allowing SAM to continue to provide excellent test preparation for all associates.

New Members

Welcome to new members **Carolyn Barnes** and **Trevor Wright**. It's great to see new members in the winter months!

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Send your classified items to john-e.eden@virgin.net.

Price for non-member classifieds is £5

SUFFOLK ADVANCED MOTORCYCLISTS - Registered Charity

INCOME AND EXPENDITURE ACCOUNT for the year ended 31st December 2006

		2006		2005
INCOME	Subscriptions	2959		2477
	Gift Aid Tax Refund	776		663
	Donations	50		60
	Advertising Income	450		320
	Interest Received	0	4235	23
		<u>4243</u>		<u>3543</u>
EXPENSES	Group Administration	2249		1730
	Insurance	53		50
	Observer Training	280		393
	Training, Manuals and Books, etc	319		195
	Show Expenses and Equipment	20		230
	Promotion	992		867
	Marquee	0		319
	Flip Chart	40		0
	Projector Screen	80	4033	0
EXCESS OF INCOME OVER EXPENDITURE		<u>202</u>		<u>-241</u>

BALANCE SHEET - As at 31st December 2006

		2006		2005
CURRENT ASSETS				
Stock		55		0
Sundry Debtors		0		113
Cash at Bank		2843		2384
		<u>2898</u>		<u>2497</u>
CURRENT LIABILITIES				
Sundry Creditors		1149		950
		<u>1749</u>		<u>1547</u>
REPRESENTED BY:-				
Accumulated fund				
Balance as at 1st January 2006		1547		1788
Excess of Income over expenditure		202		-241
		<u>1749</u>		<u>1547</u>

SUFFOLK ADVANCED MOTORCYCLISTS - Social Fund

INCOME AND EXPENDITURE ACCOUNT for the year ended 31st December 2006

			2006		2005
INCOME	Attendance Fees and Social Events	1491		1271	
	Sale of regalia, etc	161		182	
	Donations	30		65	
	Charity Effort Income	0		545	
	Bank Interest	6	1688	10	2073
			<u> </u>	<u> </u>	
EXPENSES	Room Hire and Social Events	1229		1257	
	Cost of Regalia, etc	126		189	
	Sundry expenses	0		1	
	Charity allocation	495	1850	841	2288
			<u> </u>	<u> </u>	
EXCESS OF EXPENDITURE OVER INCOME			<u> </u>	<u> </u>	
			162	215	

BALANCE SHEET As at 31st December 2006

			2006		2005
CURRENT ASSETS					
	Cash in Hand	120		0	
	Cash at Bank	1412		1640	
	Regalia Stock	255		0	
	Debtors	222	2009	629	2269
			<u> </u>	<u> </u>	
CURRENT LIABILITIES					
	Charitable creditor	495		1115	
	Other Creditors	718	1213	196	1311
			<u> </u>	<u> </u>	
			796	958	
ACCUMULATED FUND					
	Balance as at 1st January 2006		958		1173
	Excess of expenditure over income		-162		-215
			<u> </u>	<u> </u>	
			796	958	

Can You Help?

SAM is only as good as the members who make up the group, so YOUR help is required in promoting SAM to those who have not heard of us, or have never considered improving their riding skills further.

Listed below are upcoming events where help is required (full members only). Please let the event co-ordinator know that you are available (telephone numbers are inside the front cover). If you haven't taken part in one of these promotional events before, here is your opportunity to put back something into SAM. You never know, you'll probably enjoy yourself as well!

Suffolk Police Bike Safe – We will only require four people (preferably including one observer) for each of these, as there are only approx. 16 motorcyclists on each course. Please let Phil Sells know the dates you are available.

31st March
28th April
12th May
9th June
14th September
25th August
15th September

Bury Motorcycle Show – This takes place on 6th May. Please let Phil Sells know the dates you are available.

Eastern Lights – An annual charity event for which we provide marshals. This year it is organised for 29th July. If you haven't taken part before it is a great spectacle with around 1000 bikes making their way in a procession from Norwich to Lowestoft. If you can't help marshal we also need people to run our promotions stand. Please let Tom Coomber know if you are available.

Lings of Lowestoft Open Day – Last year's open day was held on what must have been the coldest weekend of the year. This year it is set for 17th/18th March. Please let Tom Coomber know if you are available.

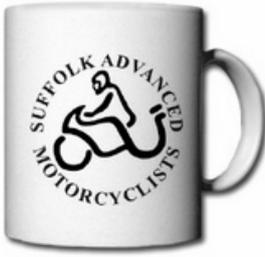


S.A.M'S Regalia

This internet shop allows you to purchase regalia of the Suffolk Advanced Motorcyclists group. All profits will go to SAM's charity which is Riding For The Disabled.

Samples are on display and for purchase on Group Nights. See Mrs. Terry Brooker for details and to view a printed version of the catalogue.

<http://sam.spreadshirt.net>

NB. This is just a small selection of the items available. There are over 90 items in various colour combinations. If you want something with different colour combinations, just ask and we will see what we can do.

March Breakfast Run

ST ANDREWS CAFE MILDENHALL
St Andrews St., Mildenhall 01638 715413

STOWMARKET TESCO'S 0900 on 4th MARCH

A14 S/P Bury St Edmunds then exit onto

Unclassified Rd S/P Thurston - Gt Barton, at Gt Barton
T/L onto

A143, 1/2 ml then T/R onto

B1106, Keep on this road to

FORNHAM ALL SAINTS and junc with the

A1101 S/P Mildenhall.

In Mildenhall T/L at War Memorial to T junc

Car Park to the left - Cafe to the right

Check this route with **your Road Map** (and/or see the map of the café's location in the Calendar on our website) before setting out, then maybe no one will get lost, even better, take this route and the road map with you.

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 Motorcyclist 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.

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

You will be expected to provide a suitable means of carrying a map/ 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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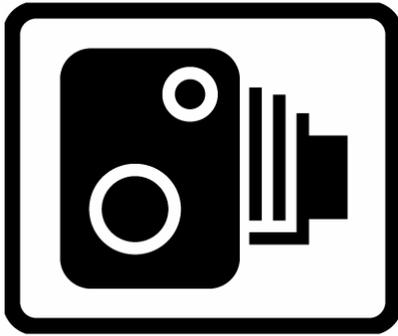


Unit 3
Bessemer Road
Norwich
NR4 6DQ
Tel: 01603 629916

Email: Bkrf9@aol.com

Roads Policing

The Good the Bad and the Unacceptable



The BMF has welcomed the call by the House of Commons Transport Select Committee for more road policing, but says that the assumptions made over speed cameras are mistaken and the call for automatic vehicle speed control is unacceptable.

The report, 'Roads Policing and Technology: Getting the Right Balance' published yesterday, has much to commend it say the BMF in that it says road policing should be more about deterrence than about 'maximising the numbers of drivers caught for offending'. The BMF has always maintained that visible policing of our roads is the best way to raise driving standards and that speed cameras are a crude substitute.

The BMF agrees that drink driving, drug driving and mobile 'phone use are serious offences that drivers are getting away with due to a lack of traffic policing. Real world compliance, as the report says, needs real people to enforce our laws. As the report acknowledges, stopping a driver for an infringement or an offence is far more effective than an automated fine for a speeding offence. The BMF also welcomes the recommendation that mobile 'phone records are checked at the time of a road accident.

But the Committee's views on speed cameras are disappointing say the BMF. While the BMF accepts that the higher the speed, the less time there is to react and the greater the severity of any accident, the committee fails to differentiate between exceeding marked speed limits and driving too fast for the prevailing conditions. This is the area where a police officer can make a considered judgement says the BMF.

The preoccupation with the enforcement of speed limits is detracting from dealing with poor standards of driving. The same applies to automatic vehicle speed control. The driver merely becomes an automan, a passenger in the vehicle.

Commenting on the report, BMF Government Relations Executive Richard Olliffe said: “Road safety should be about more than just keeping to speed limits. We accept that speed cameras have a role to play, but such equipment should only be regarded as a supplement to road policing and sited where there are known problems. They should act as a deterrent to the inappropriate use of speed and not used for traffic calming, revenue raising or boosting statistics of convictions for traffic offences. A warning by a police officer, with or without prosecution, is more educational than receiving a ticket through the post when the actual offence is probably long past.”

The Transport Select Committee report can be found on:

www.publications.parliament.uk/pa/cm200506/cmselect/cmtran/975/975.pdf

Issued by Jeff Stone: t: 0121 709 1040 e: jeff.stone@bmf.co.uk

3000 Miles In A Fortnight

OUR 2003 VISIT TO SCOTLAND

Sometimes, when planning for a holiday, there seems so much to do and think about when making arrangements, that one is often stressed out, tired and kn...ckered before our wheels even arrive at the nearest junction to our house.

In August of 2003, Terry and I decided we would throw caution to the wind and have a touring trip without planning that would map itself out as each day would come. We had two work-free weeks ahead of us, some cash saved for the holiday, our camping equipment, AA Breakdown Recovery cards and a map each. We also took with us two books – one listing camping sites in Great Britain and the other B. & B's. The only planning we made was to have our bikes prepared and ready for some serious miles of travel.

We had visited Scotland for the first time the previous year, where we joined up with some friends from Yorkshire in their own biking tour of Scotland. We had spent four days over the border with our Yorkshire friends, but soon realised the tour was for the razz and the beautiful scenery that we travelled through was nothing but a blur.

The two of us decided we wanted to visit Scotland again, but would allow more time for sight seeing and would just go together so we could please ourselves as we saw fit. We also knew that my brother and his Harley would be staying in the north eastern area of Scotland in the second week of our holiday, so thought it would be nice to pop by and have a few rides with him.

The biggest benefit of touring for a couple, who both ride their own bikes, is that each pillion seat is freed up and there is double the pannier space. The

disadvantage, of course, is that the fuel costs, wear and tear are also doubled!! Terry was riding the bike he still owns, his faithful Honda ST1100, and I had at that time a Kawasaki GPZ 500s.

The day before our trip we looked at the 10 day weather forecast on the Internet and it showed the conditions in Scotland to be wet and windy. We are neither of us averse to riding in wet, windy weather, but the thought of camping and trying to dry our waterproofs and gloves in the tent, nearly made us change our minds and go South. In the end we thought “what the heck” and would just go with the flow. Don’t rely on the Weather Forecasters! Out of the 14 days “up North”, we had one very windy day whilst bypassing Edinburgh and one very wet day travelling from Perthshire to Fort William. The other days were mainly dry and sometimes gloriously sunny.

We contacted some biker friends of ours who live in Yorkshire who were happy to let us have a bed for the night so we decided that Royston, nr. Barnsley would be our first day’s stop. It took us well over an hour to load both bikes up, but eventually on the morning of Saturday, 16th August 2003, we were ready to leave Clacton-on-Sea to start our tour. Knowing we had a lot of news to catch up on when we saw our friends, and having the mind to reach Yorkshire in as short a time as possible, we travelled via the A14, A1 and into Barnsley on the A635. Pretty uneventful and boring, but at least we had knocked over 200 miles off our journey.

After having a Chinese Take-Away at our friends’ house, “light” refreshment was called for and our hosts took us to their local watering hole - a place well frequented by bikers. We were introduced to some people who are members of MAG (the Motorcycle Action Group), who gave us a copy of their Journal, the “Street Biker News”. This journal proved to be very informative and in its pages was a list of Biker Friendly Hotels, pubs and campsites. Of the sites listed in Scotland Terry and I thought we might give some a try when we were over the border.

The following day, Sunday 17th August, we waved goodbye to our friends, having the knowledge that there would be a bed waiting for us in Royston on our return journey a fortnight later, and joined the good ol’ A1, still with the mind of heading North via the quickest way possible. We had decided our destination would be somewhere near Berwick-upon-Tweed in Northumberland, another 200 + miles away.

In hindsight, the A1 would not be a road we would travel on again if we were heading towards Scotland. On our return journey South we “discovered” the A68. A fantastic biking road - single carriageway, but fast and interesting, passing through the beautiful Northumberland National Park and right between

Hadrian's Wall. On one section, the road is as straight as a die, but has the appearance of a roller coaster ride. There are mini hills that rise and fall for what seems like miles, and there are enough peeks and troughs to make your tummy turn over as you ride them. Fantastic! On our northbound journey, however, we were still virgins riding in a territory we had not been to before and the A1 was the road to take us to towards Berwick-upon-Tweed. We also



En Route to Northumberland

had the chance to ride pass and see the famous sculpture the Angel of the North at Gateshead, south of Newcastle upon Tyne.

Arriving in the area around 3.30 pm, we thought it was time to start looking for a campsite. Our AA Camping Site book was brought out and we headed for a site in Bamburgh, on the coast near the Farne Islands. Having pitched our tent, and sitting over a brew of refreshing tea, we decided we would spend an extra night in Bamburgh and on the Monday take a look around Berwick and visit the Holy Island where Lindisfarne Priory is situated.

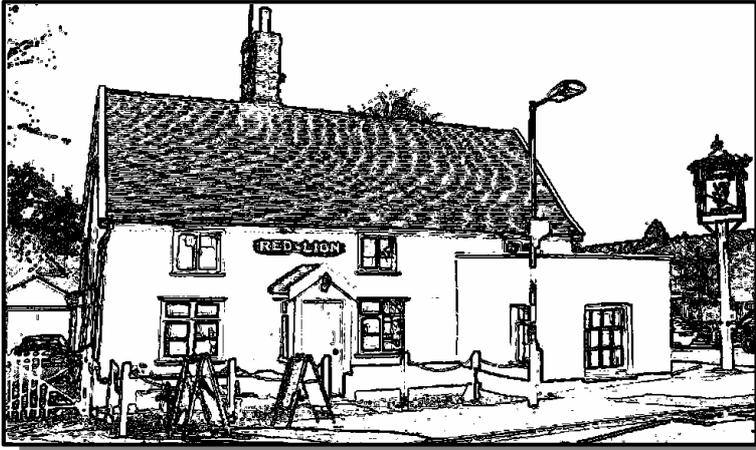
Isn't it great that having a motorbike breaks all barriers when meeting up with strangers? On that Sunday evening, sitting outside our tent, we spied 4 bikers arriving at the campsite. After giving them time to settle in, Terry and I thought it would be "friendly like" to visit their tent and offer them a cup of tea. It turned out they had not packed any tea and coffee making facilities (!?!), so were very glad to join us. We ended up having a pleasant evening with them, chatting quietly (mindful of our neighbours) about all things biking.

To be continued

Words and pictures by Mr & Mrs Terry (Brooker)



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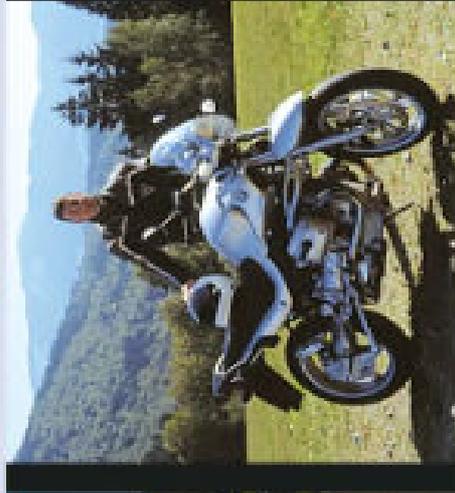
Brighton Pioneer Run

Tom Coomber proposes to organise a bike trip to the Brighton Pioneer Bike Run to be held on Sunday 18th march. We will be departing from Tesco, Copdock at 08:00. Anyone requiring additional information should contact Tom on 01473 738550



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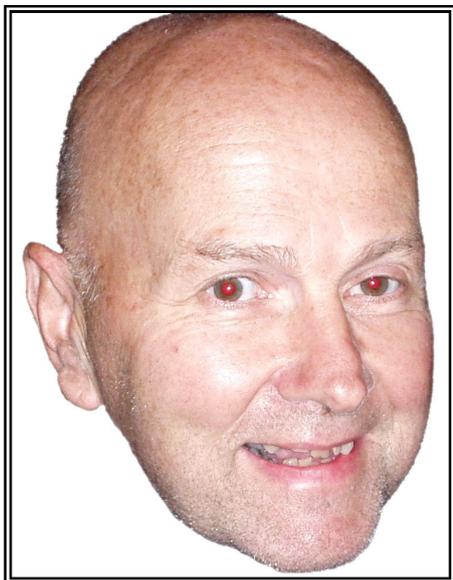
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So you think you know

Keith Wright



This month I spoke to Keith Wright, our events coordinator, and long time committee member of SAM.

Keith, 60, was raised in Woodbridge where his father ran The Cake Shop in the Thoroughfare. He left Farlingaye school at 15 before the leaving age was raised to 16 and can well remember one of his teachers saying he would have let Keith go at 12! Dad said Keith could do anything he liked..... as long as he worked in the bakery. So Keith set to work in the shop (now run by his brother), but at 21 he developed an allergy to flour and consequently

went to Letchworth for 6 months to train as a welder.

Keith returned to the Woodbridge area to work as a welder, but eventually tired of this and became one of the boys from the black stuff laying asphalt roads. Not with controversial SMA (stone mastic asphalt), but the proper good old hot stuff.

Keith later moved from Woodbridge to Ipswich and opened a shop in St Helens Street selling celebration and birthday cakes. I remember walking past it every day when I started work in Ipswich. Ten years later he moved to Burton Son and Sanders in nearby College Street and travelled the country promoting them to the baking trade using a blend of his knowledge of the business, bluff and bull**** as he explained it to me. Next move was to become a chocolatier in Hadleigh utilising an expertise in marzipan acquired in Odense, Denmark. 3 years on Keith became a pastry chef at the Suffolk Grange (now Courtyard Marriott), before moving on to Ufford Park via Seckford Hall. Then everything stopped on 13 July 2003.

Long standing members will know that Keith suffered a serious accident on that day. While on a rideout of about 10 riders using courtesy bikes, Keith explained he was hit by some tw*t from Norfolk riding a Bandit on the wrong side of the road. With 11 fractures of the pelvis and both bones broken in his lower right arm, he also suffered a ruptured lung and damage to nerves in his neck. Keith went to meet his maker twice, but was sent back on both occasions, only to subsequently develop a blood clot on the lung along with pneumonia,

not forgetting an infection more serious than MRSA, inevitably followed by MRSA after all that.

Of course the long and arduous road to recovery had a profound effect on Keith, but possibly not what you might think. He couldn't wait to get back on! First ride was as pillion with Mike Roberts and after a cautious couple of miles, Keith was ready to go a bit quicker.

Currently riding a Honda Pan ST11 and Yamaha FJR13, Keith's first bike was a Matchless 250 ridden when he was about 17. He lent it to a mate who crashed it into a tree. His mate was OK, but the bike wasn't, so Keith could only hang around with the same group of mates by riding pillion, although he did use the family bread van to drive them all to various dances. Not until around 1990 did Keith decide to return to riding. While stuck in a traffic jam near Cannock Chase on the A5, he watched bike after bike go by unimpeded and decided the time had come. So a test pass followed, as did a Suzuki 125, 250 and an ex-police BMW acquired at a Norwich auction. After trying out the BMW club, Keith joined SAM on a recommendation and has now served 10 years as an observer and 11 years as a committee member.



Unsurprisingly Keith cherishes every day, but keeps a remarkable perspective on life in spite of his experience. He rides about 12K miles annually and has covered 8K miles on the FJR since August. Daughter Lucy is soon to take her test and wants a Honda CBR600, while Keith also has a Bantam 175 restoration project in progress. He reckons he's one of the best customers the NHS has had wonders if he has driven Ipswich Hospital into the red single handed. Keith would like to visit Borneo again and wants to ride his bike overseas for the first time. I think we all admire your resilience and unfailing optimism Keith.

Words by Nigel Hydes

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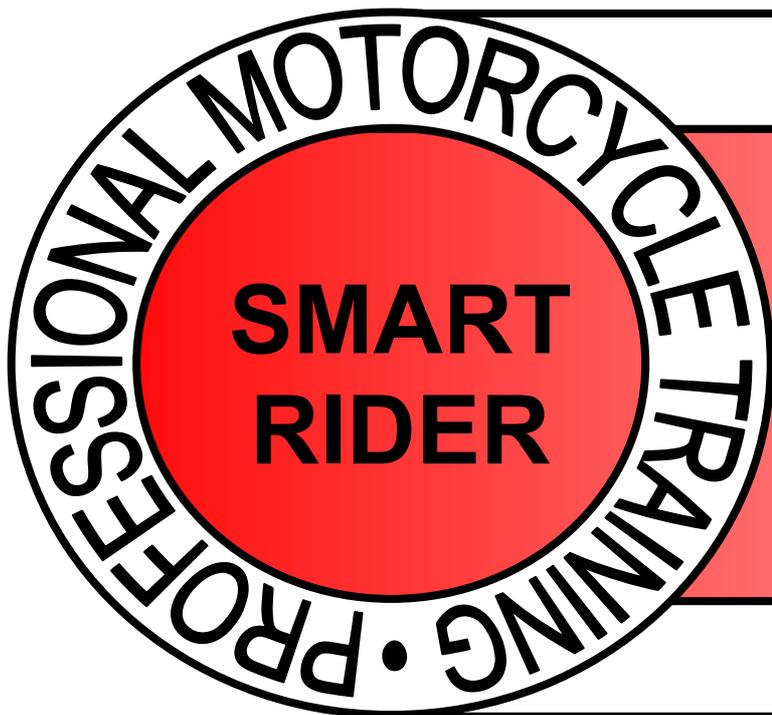
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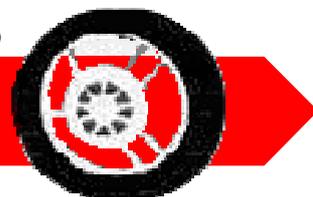
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Ed's Mumbblings

Welcome once again to the magazine. This issue may be slightly different from our recent ones because Avril and I will be in America on holiday for two weeks (alas, not on the bike). So I'm writing this in advance and Chairman Mike is going to add any articles he sees fit and get it out on time. Thanks and good luck Mike.



In the recent spate of windy weather I allowed myself to become a victim of pack instinct rather than relying on experience to judge a situation. I rode to the building where I work - a very blustery journey, but the bike is my only form of transport so needs must. When I arrived I put the bike on the centre stand in the bike parking bay, as usual. As the wind rose through the day the stream of people beating their way to my door increased. They were all concerned that my bike was rocking backwards and forwards at a (to their eyes) alarming rate, and without exception, they believed the bike would fall off the stand. When the stream turned into a constant flow worthy of any religious shrine I became concerned that the bike would fall over too!

I braved the wind (which by now was slightly less formidable than it had been) and put the bike on the side stand braced against the wind. After all, this is a RT 1150 with a full tank of fuel; it's not going to go far. I went back into the building feeling happier that at least now I could get on with my task rather than have to fend off well meaning advice from my colleagues.

After about ten minutes the young lady who does the office filing (she's about 17) came down to me and said "John," Before she could finish I said "I know, my bike is blowing to and fro. It's ok now I've changed the way it was leaning, thanks"

"Ok" she said "My dad has just brought a motorbike, I'll have to tell him the best thing to do in high winds is lay it down like you do"

A leisurely sprint from the building and a run around the side confirmed that the RT was lying on its side.

The lesson of this sad tale? Believe your experience over other peoples truths, no matter how many people say something it doesn't mean it's true. I'm confident that if I had left it on the centre stand it would have stayed upright; also always let people finish their sentences before telling them they are wrong!

John

Safety SAM

Last month we looked at the principles of safe braking using the ease – squeeze – ease technique. Someone once told me that braking should resemble the perfect stool (not the one you sit on, unless you've had an accident!) – gently tapered at either end and smooth and even in between. Makes braking and other things a lot more comfortable!

Your ability to control the machine is dependent on the amount of tyre grip available. Exceed the amount of tyre grip and you might get to know the smell and colour of fear!

Tyre grip is shared between accelerating / braking and cornering. This is what Roadcraft refers to as the “Tyre Grip Trade-off” and what the good ole' US of A's Motorcycling Safety Foundation refers to as the “Traction Pie Analogy”.



Roadcraft's "Tyre Grip Trade-off"

Tyre grip is not necessarily the same on each wheel. It will vary according to the load placed on it and this will have a direct affect on the balance of the machine and how it handles. Accelerating, braking and cornering all affect the loading of the wheel and tyre and therefore all are players in “Tyre Grip Trade-off”.

Excessive acceleration or braking whilst cornering will reduce the amount of control you have over the machine as less grip will be available for coping with the corner itself. Run out of tyre grip and a skid (loss of traction / break in grip) will develop. The more slippery the road surface, the earlier this can happen.

Use of brakes when cornering should be avoided. It is likely to lead to the tyre slipping to the outside and the machine dropping to the inside. The weight distribution of the machine to the front and the rear and the balance of the machine will all be affected dramatically, causing you to become a passenger! Braking in the corner affects tyre grip, weight distribution and balance all at the same time, hence the affect is so pronounced.

You might like to try an experiment. Push your machine, build up a little bit of speed, turn to the left and apply the front brake. Try it again and this time turn to the right. Feel the forces at play when you do this at something like 2-3mph. Imagine what this would be like at 50mph. If you do try this Safety SAM does not accept responsibility or liability if you land on top of the machine or vice versa!

So how should deal with all this? The reliable key to corner effectively is to adjust speed on the approach, taking onto consideration road surface and severity of the bend, then maintain a constant speed through the bend. The key all of this is Observation. Unless you have seen the corner and assessed the road surface, how can you determine the appropriate speed?

Safety SAM

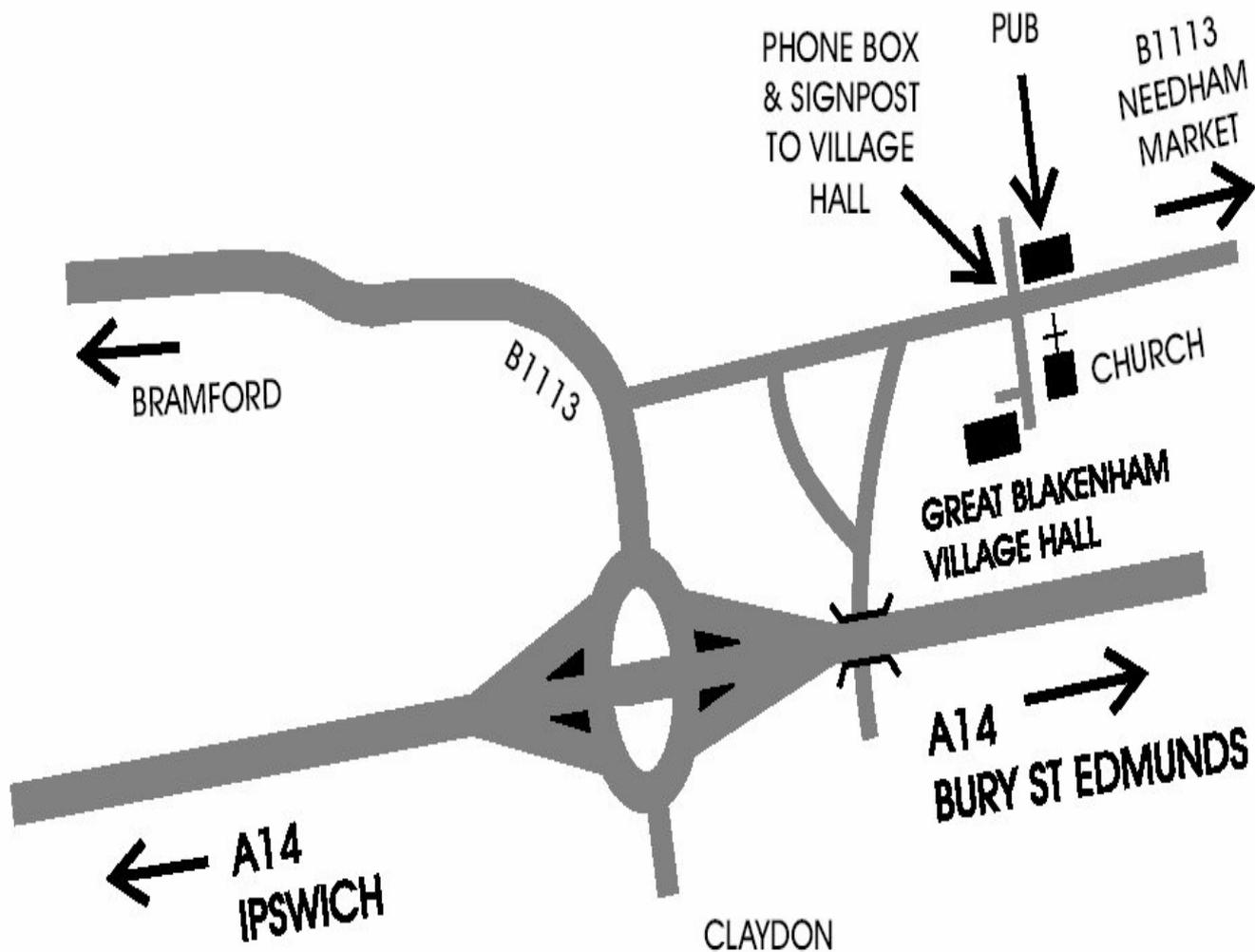
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Signature.....Date.....

Please remember membership runs from January to January

Membership Secretary
Beverley Rudland
36 Sherborne Ave
Ipswich
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Events Diary

Thursday 1 st March	Roadcraft Theory Night Gt. Blakenham Village Hall 1930
Sunday 4 th March	Breakfast Run – St Andrews Café, Mildenhall, from Tesco's Stowmarket at 09:00
Monday 19 th March	Group Night – IAM Examiner Gt. Blakenham Village Hall 1930
Thursday 29 th March	Roadcraft Theory Night Gt. Blakenham Village Hall 1930

Membership Fees for 2007

Full Member £15.00

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Expenses to Observer for observed rides is £10.00

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