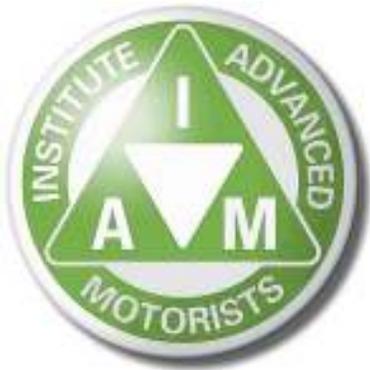


The SAM Observer



Your Committee

No Calls After 9pm Please

Officers

Chairman	Keith Gilbert	01449 675614
Secretary	Martin Andrew	01473 614057
Treasurer	David Rudland	01473 401362

Committee Members

Vice Chairman	Richard Toll	01473 401363
Associate Co-ordinator	Sue Smith	01206 251946
Membership Secretary	Beverley Rudland	01473 401362
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Editor	Steve Gocher	01473 430643
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Publicity	John Sillett	01473 219488
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Rob Day	01449 737551	Derek Barker	01473 327555
Andy Doyle	01255 870669	Chris Jackson	01787 315628
John Goodwin	01394 277650	Karl Hale	01359 241552
Mike Roberts	01473 718915		
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Observers

Paul Bryden	01284 787348	Richard Toll	01473 401363
Simon Phillips	01473 830671	Martin Leach	01473 717713
Karen Chinery	01206 577101	David Rudland	01473 401362
Chris Smith	01206 251946	Mike Fox	01473 437893
Steve Gower	01473 410251	Dave Bunn	01394 270044
Carolyn Barnes	07802 725093	Tony Chyc	01206 231782
Mark Selwyn	01255 674174	Mr Terry Brooker	01255 425558

I.A.M. Examiner

Bob Gosden	01473 716873
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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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charity – No. 1067800*

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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.

Thoughts of a Temporary Chairman

FIRST AND FINALLY.....

Thank you Keith who, at the last minute, stepped in with his pub landlord quiz, and I mean 'last minute', the day before to be precise. Mike Roberts actually had the quiz in place but was then struck down with the dreaded flu virus and not able to leave his bed. It is the like-minded people of S.A.M. committee and Observer Corp who care enough to give up the most precious commodity we have – TIME – to train and entertain the membership.

The training is paramount, not only to becoming responsible motorcyclists but also by adding a pride in the way we ride, which in turn, will give us greater pleasure in what is our passion. It's not just a hobby.

The entertainment and events play their part and are just as important, for if we were not able to keep members interested after passing their test, where would we recruit our trainee observers from, or our committee members?

Having been around almost from S.A.M.'s inception, many have come and gone. Chairmen, Treasurers, Secretaries, Observers and Senior Observers, but still S.A.M. continues to attract new members and it is the new members who will become S.A.M.'s future.

FINALLY.....

This is the last Chairman's report from me, and with Richard Toll as our Chairman elect, S.A.M. couldn't be in better hands. I will not be standing for re-election as a committee member. Having resigned in 2005 from the committee and observing I was generously awarded (and honoured to receive) honorary life membership to S.A.M.

ME DAD WAS 92 THIS YEAR, SO WHO KNOWS, I MAY BE AROUND FOR QUITE A WHILE YET.

Ride Safe.

Keith

PS: Mike Roberts will return next January with his high tech quiz. We all hope to see you back on two wheels this year Mike.

Secretary's Scribbles



Well the AGM is upon us once again and that means that you've allowed me to stay in this job for one whole year without throwing me out! Even more surprising is the fact that I've been talked into doing it for another year (unless someone else steps in at the last moment!). This means either I've done a half reasonable job of it or no one else wants to do it.

One change we will be having is the position of Chairman. I'm sure you must be aware that Keith Gilbert is once again stepping down to enjoy his riding more. He did this a couple of years ago but stepped back into the job at a time of minor crisis. Once again thanks Keith for your fantastic efforts but we hope we don't have to call you back again (at least for a year or two).

The other big change is that Rob Day will no longer be our Chief Observer. Rob has held this position (or similar ones) since the Boer War or thereabouts. What an act to follow! Now hopefully Rob and Keith can enjoy riding their bikes more and getting involved in IAM paperwork a lot less.

Whilst I'm thanking people...many, many thanks to those wonderful souls who attended the second Events preparation meeting. Although the new Events Calendar is out, watch out for even more varied events prepared by these tireless volunteers. Whilst on that subject, I'm sorry to announce that we did not get enough participants for the SAM Karting Grand Prix. I guess it was the not insubstantial cost coming so soon after Christmas. Perhaps we can try again later in the year.

Finally I hope that in 2008 I will get to my first "Rider Dexterity Day" (a.k.a. Slow Riding!) I'm not sure what to expect (although feedback from those who have done is excellent). However I imagine it something like this:
<http://www.youtube.com/watch?v=WhN2Xc0MiFM>
It's a bike just like mine but sadly that's not me on it!

Happy riding.

Martin

Group Organised Rides (G.O.R.)

In 2006 the IAM produced a guideline booklet for Group Organised Rides. The guide sets out a set of rules, (although not set in stone) to allow all members of the groups to be observed and to gain as much experience from riding with the better or more experienced riders.

To be eligible to take part in a G.O.R. participants should be Full Members, Associate Members enrolled through Skills For Life (who also should be observed at all times), Trainee Observers, Observers and Senior Observers.

There are also guidelines for the ratio of Observers to members in a group, i.e.; 3 to 1 which may or may not be possible. This will of course depend on the amount of, already heavily committed Observers and members that turn up for the ride.

The Group Organised Ride is an interesting concept that we at SAM have only used in the past when we have a large No of new Associate members waiting to be allocated to Observers. The G.O.R. would be run to introduce said associates to the training regime and maintain their interest whilst waiting. We know from experience that associates that have been part of this type of run have all without fail enjoyed the experience, had a bit of fun and been boosted in their efforts to get trained for the Test.

It is a proposal that all (or most) of SAMs organised rides become observed rides. Why? Well controversial or not, but a very real fact is that the standard of riding by a lot of the full members, as noted by all the members of the Observer Corps on Group Organised Rides is somewhat lacking in an "Advanced Standard". In fact at times appalling.

It's a well known fact that the most highly qualified of any skill, loses quality in that skill if they are not prepared to continually update their skill levels by being self critical and taking the opportunity to accept further training to maintain those standards. To show others less skilled than themselves, and in training for that skill, that there is a higher skill level to be attained and how to attain it. Sharing that knowledge and showing how, through experience achieve that knowledge.

This situation doesn't of course include every full member that partakes in these rides, some of you are of the highest standard and your continued involvement will be invaluable in showing the way forward to those that should aspire to improving. No one is ever going to point a finger at an

individual for less than perfect riding, but by being part of a small group of riders that would include an Observer and a mixture of skill levels, there should be, through discussion and maybe a bit of banter a levelling of the skills. Raised hopefully.

Let me clarify Group Observed Ride and its implementation. Because we never know how many members or Observers are going to turn up for a G.O.R. there is some difficulty with allocating who should be riding with whom. Whilst we would still like these runs to be socially acceptable i.e.; ending with a breakfast or Fish and Chips, as they do. The riding part should include a certain amount of training so as to maintain a very high standard of riding. IE; an Advanced Standard. Something that sets us apart from the average motorcyclist. Not something that the average motorcyclist can point a finger at and declare we are truly the Pipe and Slippers Brigade, bimbbling along in a wobbly, unprofessional, over relaxed state of cautiousness. Yep, step up to reality, that's the image of the IAM. This is your opportunity to dispel that image and be something special. AN ADVANCED RIDER.

It is proposed that those that want to be part of an observed ride to the proposed location / destination. (and why wouldn't you). Will ride in small groups dependant on the No of Observers that also turn up. The Observers will ride in amongst the group, maybe changing position within that group at his or her discretion. There would also be the opportunity to stop mid run at a safe place for the Observer to debrief the group and encourage participants to discuss each others, and the Observers riding. This is only an expansion of self-criticism.

The whole and sole purpose of this type of ride is to help all involved, and again, including the Observer to continually update their core skills and techniques.

The Observer corps already undergo large amounts of continuous training to maintain their very high skill levels, and would relish the proposition to update in a real time situation as well as the classroom work that they just love !!!!!!! heh heh. They are going to miss me like toothache.

To sum up, it's every members responsibility to continually self criticise and to aspire to what should be the highest advanced standard achievable. To help and encourage any rider training and trying to attain that same high standard.

Like your Ministry Motorcycle Test, you were able to show competence, which allowed you to ride on the roads. From that point onwards you learned the skills of motorcycling through experience. The Advanced Test is exactly

the same, it has allowed you to show higher levels of competence and from that time onwards, through experience and endeavour you will become truly Advanced.

Advanced Motorcycling is an activity that requires continual appraisal to stay at the top of your game, so LETS KEEP IT SPECIAL. Lets all endeavour to achieve a higher standard. So don't be surprised when you turn up at the next group ride if you are asked if you want to be part of an Observed Ride.

This is the small print. If you don't want to participate in an observed ride you can of course make your own way to the destination with the aid of the routes that are published in the newsletter.

There are of course extenuating circumstances, which would preclude you from the observed ride, i.e.; carrying a passenger, which the IAM don't recommend. (Not SAM I hasten to add) However carrying a passenger is a sure way to being more heavily criticised than anything an Observer on a SAM group organised ride will throw at you for the odd misdemeanour.

Look forward to seeing you Ride better.

Rob Day
Senior Observer

New Members

A warm welcome is extended to our most recent new associate members:

Raymond Burton Sara Hale (wife of Karl) Christopher Rundell

A further warm, if not slightly late, welcome to Paul Jackson who joined in spring last year.

If anyone else has joined us and not had a mention yet, let the Editor know and we will put that right.

Test Passes

Congratulations to Leia Dowsing, Chris Roberts and John Williams for passing their IAM Test.

Leia and Chris passed their tests in late summer last year. Their observer was Karl Hale. John's observer was Chris Smith.

Academy Of Motorcycling

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Tel: 01449 775776

Calls Taken All Week 8 till 8

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 gets the money. This offer does not apply to renewals

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.

Caption Competition

January's caption competition winner was Richard Tyler with:

“Who is that fairy with the five poisoned dwarfs?”

Come up with funniest caption for this photo tonight and win a bottle of wine.

Write your caption on a slip provided and post it in the competition box.

Good Luck!



Judging will be performed by the Editor, with help from the committee and the winning caption will be announced at the end of the evening.

Please send your photos, electronic or hard copy (which will be returned) to the Editor for selection in next month's edition.

P.S. Please don't send images sourced from publications / the Internet, as they are Copyright protected and SAM can't afford the law suite!



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		
		
		
		 5 PACK 25 mm 1"

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.

A Change At The Top In Events

After about 10 to 11 years on SAM's committee, I feel maybe it's time to step down and allow new minds with fresh ideas to have a go. When I first joined the committee, I was detailed to help on the Events, under the guidance of Phil "nail it" Baldwin, but when Phil stepped down, I got the job of Events Secretary and I've been doing it ever since.

Like anyone else, at first I was as keen as mustard, organising runs here and runs there, but when, like on many occasions, you turn up at the start point and there's only 1 or 2 bikes waiting, or sometimes, none at all, the keenness begins to wane a bit after a while. I remember one time when I'd planned a visit to a National Trust house up North Norfolk. The meeting time came and passed, no one had turned up, "I'll just give em a few more minutes", I said to myself, then I saw this BMW R80 complete with a set of Sam Browns making it's way towards me. "Please, please let him be on his way to do some shopping" I muttered, but no, he pulls up and introduced himself. "Not many here" I said "Not really worth going, but we'll go if you really want to", "Oh yes please" he said, my heart sunk. So off we set to Norfolk. My first instincts were correct, it was one of the slowest rides I have ever been on, it took ages to get there and just as long back, I couldn't give it some wellie and leave him there could I.

I soon worked out that the most popular runs all involved a heavy dose of cholesterol, like the monthly Breakfast and chip runs, so I concentrated more on those, with the occasional YHA trip or places of interest.

I wish the new Events Committee good luck, and hope they have success when they organise events for you lot and they're well attended, but they mustn't get too despondent, when a lot of time and effort goes into organising a trip and hardly anyone, or even no one turns up, it will happen. So it's up to "You Lot" the membership to make all the hard work worthwhile.

Also, over the years, I experienced that members would come up to you with an idea of a good event, so we would say to them, set it up and we will run it for you, then nothing, even if we did run it, he didn't bother turning up. So my message is, if you haven't cottoned on already is, your committee puts in a lot of hard work and effort trying to keep you "Oikes" happy. So all I ask is, if possible, you, the membership help and support your committee as much as you can.

As for myself, I'm taking a back seat, but I will still be organising the odd visit to a newly found cafe, or a YHA weekend, or anything else that catches my beady little eye. These trips will come under the banner of "SAM's Last of the Summer Wine Tours". They won't clash with any of the other clubs events and all are invited.

Safe riding and we'll see you on the next ride out.

Keith Wright

Dates For Your Diary

Suffolk Constabulary BikeSafe

BikeSafe is a nationwide scheme, run by local constabularies, with the aim of reducing motorcycle casualties by improving rider awareness, improving rider ability and making individuals' safer, better riders.

The Suffolk BikeSafe is held in Ipswich at the Martlesham Police Headquarters.

If you would like to offer your support by promoting SAM at BikeSafe on: Saturday 29th March
then please contact John Sillett on 01473 219488

Northwich Thundersprint

On the weekend of May 11th and 12th this year I will be visiting the Northwich in Cheshire for the Thundersprint. The Thundersprint is a short race run over a town centre track by a mix of classic and modern bikes and people of all abilities. I have never been but have been told that it is a really good day out.

My intention is to ride up on the Saturday leaving at about 8 am and avoiding major roads as far as possible. There is a bike show in the town on the Saturday so there will be something to do. I have done a bit of preliminary research on places to stay and there is a YHA hostel in Chester that is between 20 and 35 pounds a night per person depending on board level (they do b & b or half board) and the 'official' hotel is only £40 pp half board or £25 pp b & b, though I guess this will get filled up pretty quickly. By the time you read this I will have spoken to the hostel and have more information. The practice takes place on the Sunday morning with the racing on Sunday afternoon between 1 and about 5. As it is a fair ride I will be using the most direct route home on

the Sunday. The best part about the weekend is that entry to the town is free and all council parking in the town is also free.

If anybody would like to join me on this weekend please let me know by Friday 14th March so that I can organise accommodation. I can be contacted most evenings on 01284 811864 or at fredmarshallsay@hotmail.com

If anybody already knows of a good non-motorway route to that area I would be glad to hear from you. If you would like any more information about the Thundersprint itself then the website address is www.thundersprint.com

Fred Marshallsay

Youth Hostel Association (YHA) Weekend to the Sussex Downs

Spring Bank Holiday weekend. Watch this spot for more details.

Keith Wright

Ed's Soapbox

Welcome to the February edition of the SAM Observer.

Thanks to Karl Hale for his continued 'My Path to Become an Advanced Police Motorcyclist' article. Tune in next month to see how Karl does in his final week and find out if he passes his Advanced Police Motorcyclist Test.

Thanks also to Jim Davies for his 'Another Classic Year Over' article.

Please also take the time to read Rob Day's article about SAM Group Organised Rides.

If you haven't already renewed your SAM Membership for 2008, then this is your last chance! If you fail to renew before the end of February your membership will lapse and your monthly copy of the SAM Observer will stop.

A SAM Membership Renewal Form can be found on page 29.

Don't miss March Group Night as our guest speaker is motorcycle journalist Kevin Ash. Kevin is probably most well known for his weekly article in the MCN, 'The Most Outspoken Man in Motorcycling'.

If you're interested in attending a track day this year, there are currently 3 trips in the planning stage. Look out for further details in Dates For Your Diary.

Cheers

Steve

March Breakfast Run

Sunday 2nd March – Martello Café, Clacton

Meet at Tesco Ipswich at 9:00 am

A14 towards Felixstowe, exit onto

A137 Manningtree, go thru' Manningtree onto

**B1352 Mistley - Wrabness - Ramsey,
at R/A straight over onto**

B4352 Dovercourt, 1/2 mile T/R

Unclassified S/P Little Oakley. at junc T/R onto

**B1414 Gt Oakley - Thorpe le Soken,
in Thorpe T/L onto**

B1033 Kirby Cross, in Kirby Cross T/R onto

**B1032 Gt Holland - Holland on Sea - Clacton Sea
Front**

**Follow the Sea Front over T/Lights at pier, Café is
approx 1/2 mile on the left, just before large parking area.**

Check all routes with **your Road Map** (and/or see the map of the destination in the Calendar on the SAM website) before setting out, then maybe no one will get lost. Even better, take the route and a 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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Suffolk Advanced Motorcyclists, A.G.M. 19th. February 2007

The outgoing Secretary made a warm welcome to our two examiners: Bob Gosden & Dave Solomon as well as Tony Clarke (Regional Motorcycle advisor). Welcome was also made to our Speaker for the Night: Rosie Clarke of our 2007 charity, Riding for the Disabled.

The Secretary explained that the Chairman was absent due to ill health. John outlined many of the excellent examples of work don't by the Chairman during the previous year, not least the excellent quiz at the January group night. He expressed a wish that we would all see Mike back to his old self as soon as possible.

Election of Officers.

John Goodwin (Secretary), Peter Chrisp (Treasurer), Paul Sharpe and Gary Curtis not standing for re-election.

Standing for election were:

Chris Smith (Committee)

John Sillet (Committee)

John Eden (Vice Chairman)

Martin Andrew (Secretary)

David Rudland (Treasurer)

Beverley Rudland (Membership Secretary)

All the above were put to a block vote to which there were no objections.

Therefore all are considered duly elected.

Presentation of Trophies.

Gosden Trophy: Glen Mures.

Maddox Trophy: Nigel Hydes.

Chairman's Trophy: Terry Brooker.

Also a presentation of gifts was made to Pam Day and Dilys Goodchild upon retiring from the posts of doorkeeper/welcomer.

Approval of accounts.

See attached:

Charity account proposed by Phil Sells and seconded by Bob McGeady.

Social account proposed by Keith Wright and seconded by Glen Mures.

The outgoing Secretary thanked the outgoing treasurer for his services to S.A.M.

The incoming Secretary thanked the outgoing Secretary for his services to S.A.M. (Note: Pat Goodchild commented that he was sorry to see that no formal presentation was made to the outgoing Secretary).

SUFFOLK ADVANCED MOTORCYCLISTS - Registered Charity

INCOME AND EXPENDITURE ACCOUNT for the year ended 31st December 2007

		2007		2006
INCOME	Subscriptions	3338		2959
	Gift Aid Tax Refund	0		776
	Donations	160		50
	Advertising Income	565		450
	Interest Received	0	4063	0
		<u>0</u>	<u>4063</u>	<u>4235</u>
			4063	4243
EXPENSES	Group Administration	2487		2249
	Insurance	53		53
	Observer Training	553		280
	Training, Manuals and Books, etc	228		319
	Show Expenses and Equipment	75		20
	Promotion	347		992
	P A System	601		0
	Flip Chart	0		40
	Projector Screen	0	4344	80
		<u>0</u>	<u>4344</u>	<u>4033</u>
EXCESS OF EXPENDITURE OVER INCOME		<u>-281</u>		<u>202</u>

BALANCE SHEET - As at 31st December 2007

		2007		2006
CURRENT ASSETS				
Stock		0		55
Sundry Debtors		0		0
Cash at Bank		2832		2843
		<u>2832</u>		<u>2898</u>
CURRENT LIABILITIES				
Sundry Creditors		1364		1149
NET ASSETS		<u>1468</u>		<u>1749</u>

REPRESENTED BY:-

Accumulated fund

Balance as at 1st January 2007	1749	1547
Excess of Expenditure over Income	-281	202
	<u>1468</u>	<u>1749</u>

SUFFOLK ADVANCED MOTORCYCLISTS - Social Fund

INCOME AND EXPENDITURE ACCOUNT for the year ended 31st December 2007

		2007		2006
INCOME	Attendance Fees and Social Events	1501		1491
	Sale of regalia, etc	205		161
	Donations	198		30
	Charity Effort Income	0		0
	Bank Interest	2	1906	6
		<u> </u>		<u> </u>
				1688
EXPENSES	Room Hire and Social Events	836		1229
	Cost of Regalia, etc	237		126
	Sundry expenses	26		0
	Charity allocation	0	1099	495
		<u> </u>		<u> </u>
				1850
EXCESS OF INCOME OVER EXPENDITURE		<u> </u>	<u> </u>	<u> </u>
		807		-162

BALANCE SHEET As at 31st December 2007

		2007		2006
CURRENT ASSETS				
	Cash in Hand	30		120
	Cash at Bank	1428		1412
	Regalia Stock	212		255
	Debtors	53	1723	222
		<u> </u>		<u> </u>
				2009
CURRENT LIABILITIES				
	Charitable creditor	0		495
	Other Creditors	120	120	718
		<u> </u>		<u> </u>
		1603		796
ACCUMULATED FUND				
	Balance as at 1st January 2007	796		958
	Excess of Income over Expenditure	807		-162
		<u> </u>		<u> </u>
		1603		796

So You Think You Know?

Fred Marshallsay



This month I spoke to Fred Marshallsay who is a familiar face as a regular at both SAM group nights and rideouts. I met Fred supporting SAM at the Bury Bike Show last year, but also enjoyed his company on Keith Gilbert's day excursion to France and Belgium for cross channel virgins. Fred, 36, lives in Risby near Bury St Edmunds having moved to East Anglia from Poole in Dorset about 5 years ago. When I asked him what made him want to move up here, he replied "a woman". More on this later!

Fred was born in Stratford-on-Avon, but as Dad was in the army the family moved around, settling in Corfe Castle (ie the town, not actually in the ancient monument) when Fred was about 8 years old and Dad's army service ended. He left school after A-levels and moved to Poole for work where he started with the MOD as an assistant scientific officer. Other work followed in the electronics industry, but still focussed around Poole (by coincidence I know the town and was even a member of the sports centre when I lived and worked in nearby Christchurch in 1976).

Now fast forward to the 21st century and one day Fred chanced upon Ann in an internet chatroom. They chatted easily, so this unseen, long distance relationship went on for some months until one Saturday morning Fred had occasion to visit Ipswich for work and Ann agreed to let him call in. The force was so strong, Fred subsequently quit his job, abandoned Dorset and the rest is history. Happily he was soon employed again and currently works for Quality Castings as a quality engineer, although a change to planning engineer is an imminent prospect.

Fred was introduced to biking at 17 with a Honda MT5 (trail bike) when he needed his own transport. It didn't take long to become bored with this, but within 4 months he was given a Honda CB100 which was a bit more fun. Several 125 bikes followed until Fred could afford a car, at which point biking ceased for about 10 years. However, he always yearned for 2 wheels, so when he sold his flat in 2001, he used spare cash to pass the DAS test on a Kawasaki ER5 and bought himself a Yamaha TDM 850. After this blew a head gasket, Fred changed to "a naked Diversion" (sounds amazing doesn't it, but I really mean the Yamaha XJ600N) which he still rides.

Fred now does close to 7000 miles annually and only taxes his car for the winter months so the bike can be enjoyed in full. Ann rides as well and has a Yamaha SR125, but is happy as a pillion for SAM rideouts and longer runs. The two of them have loaded the Diversion with luggage and taken it to Blackpool, Wales and back to Poole. Apparently Ann is so relaxed she sometimes nods off on the back, which Fred only notices at low speeds as the handling becomes a bit difficult. A quick nudge sharpens the handling again apparently.

Fred joined SAM a couple of years ago having done the Norfolk Bikesafe when working in Norfolk. He'd found he wasn't really enjoying his riding and was interested in self preservation, so success as Mike Fox's very first associate addressed both issues at once. Ideally Fred would like a bike with a bit more space and comfort for 2 up riding with luggage, maybe another TDM or a Vstrom. He does have other interests including beach fishing, usually at Aldeburgh, Felixstowe or away with the caravan. Meanwhile Fred is thinking about organising a rideout to the Northwich Thundersprint, so keep studying the SAM Observer carefully if that sounds intriguing to you.

[Words by Nigel Hydes]

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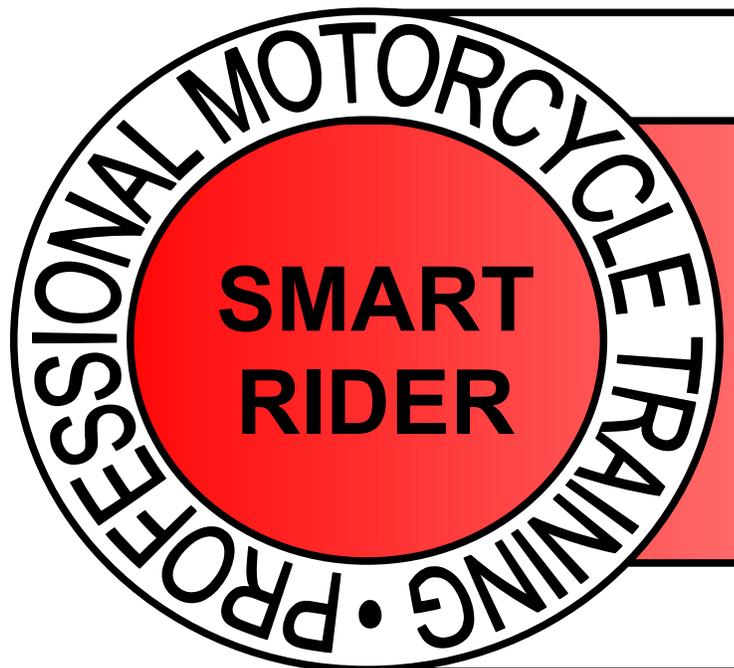


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Price for non-member classifieds is £5

Another Classic Year Over



The photograph is of me in 1962 on the 250cc version of the Honda 305cc Classic I have now.

The year started with local bike shows at Mildenhall, Battlesbridge and East Tilbury.

Now for some weekends away. First trip the Peak District for the Vintage Japanese Motorcycle Club Show and jumble at Uttoxeter, a short ride away from the B & B in Ashbourne. Next up Yorkshire. You can't go North without riding the Horncastle to Caistor road. Beware of fast flying insects. They stick to your visor and headlight even on my little old 305cc twin.

Now on to Sherburn in Elmet for B & B and the Lotherton Hall Show.

Also this year I treated myself to an emerging classic, a Honda CB500TT 500cc single, the ideal bike for the small A and B roads.

So it's off for the weekend in Oxfordshire, staying in a Cotswold style village within walking distance of the pub for the Honda Owners Club Rally held at the Gaydon Heritage Motor Museum. Next day a scenic route home.

Next rideout to North Weald Airfield for the Classic Sprint. A great day out with old bikes flatout on the runway. Now for a walk round the pits for a closer look at the bikes.

Its now August Bank Holiday and a show not to be missed, the bikes take over the whole village of Wimbotsham in Norfolk. Finally trips back to Battlesbridge and Tilbury Fort to finish the year off.

The bike is in many parts at the moment, hope I can remember where all the bits so its ready for the summer.

Jim Davies

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My Path to Become an Advanced Police Motorcyclist - Warts and All

Part 4 - The Advanced Course - Take Two

Week Two - Day One

Today I had a cross check with Kevin 'Ming the Merciless' Stark (Yes a bit of thought has gone into this nickname. However we call him 'Starky' just to keep it in line with everyone else.) It was a little bit off putting in that 'Starky' sits further back than 'Solly'. I didn't have the security of someone close, as the only time Solly would back off was when I was heading into something a little too fast. It was good to experience the different technique of instructing however minute because 'Starky' was going to be the one who would conduct my final test. Bit of a slow start as I had had the weekend off. However 'Starky' seemed quite pleased with what he saw.

Week Two - Day Two

A day Noah would have been proud of. The rain came down in buckets all day. This was a good test of my riding skills in the rain. The pace on the straights was still the same however getting to this pace had to be smoother. Also the bends have to be treated with respect. Flowing lines and the use of a higher gear than you would normally have were paramount. You should also look for the bit of road that will afford you the best surface. Some bits of road have smooth shiny bits where car tyre tracks have worn them down. Avoid these in the wet and in the main take the centre bit of road. I did forget this at one point when I wound on the power on a straight bit of road in a lower gear. This caused the rear wheel to spin and the bike to fish tail. I eased the power down and regained control. It felt just like my motor cross day I did two weeks before but six times faster. In the afternoon the rain was still persisting down so 'Solly' decided to spice things up for us. We had blue light response practice from Martlesham to Beccles then back again. Not only did I have to cope with the rain I also had to anticipate how the general public would react to me - 'interesting'. I survived.

Week Two - Day Three

Overnight stay at West Yorkshire Police Headquarters.

I crammed my pants and toothbrush in the BM's pannier, which I could only describe as designed for an 'Action Man' motorbike. 'Solly' said "The theme for the next two days is ride then ride some more". There were some great roads on the way, notably Lincolnshire. For the sort of riding I was doing, which was 'speed exempt', this place was heaven. It was a bit disconcerting spotting the lovely coloured posters at strategic points with pictures of motorcycles on them. I thought at first they were advertising a motorcycle

show or something. On the occasions I was going slow enough to read them I saw the message 'Road to Die for' and 'Motorcyclist Dead Ahead'. It was a bit of a reality check. It was the first time I saw the Humber Bridge and what a sight it was. I would have loved to have stopped for a photo opportunity but we were on the motorway. We went further north than Wakefield and up to the North York Moors. The scenery was fantastic. I would have loved to have done it a bit slower so that I could have taken more in, but I wasn't there for fun (this I had to remind myself on many occasions when I was laughing or smiling to myself) 'Solly' led on a piece of road that ran parallel to a motorway, it was really wide and straight and went on for ages with very little traffic on it. I kept winding the bike on and found that it would go no faster at 140mph. I could see traffic on the motorway probably doing 70mph and seemed to me like they were standing still. It was a thrill but the reason for it was to see how I and the bike handled at that speed. We are 'over trained' in high speed riding. So that when it is required from us, it will be less difficult than the training effectively making it safer.

The pub in Wakefield was warm and welcoming with reasonably priced food and cheap beer. What more could I ask for. I was in bed by 9.30pm, asleep by 9.31pm. Nearly got run over on the way back as I was a little light headed. If I'd have been hurt the irony would not have been lost on me!

Week Two - Day Four

Took a more direct route back to Suffolk. Still did the lovely roads of Lincolnshire. Had a few bends pointed out by 'Solly' which he has named after police motorcyclists that he has trained over the years. Each had the theme, they were the sight of a crash or a near miss. (I now don't feel so bad now about the Baddingham 'Karl Hale' bend, I'm not unique.) When we got back to Martlesham we had covered 632miles in two days. Not too bad to the hardened tourer, but they were 632 miles of making maximum progress. My eyes were stinging and were on stalks with my ears ringing. I felt absolutely shattered.

Week Two - Day Five

Nice easy start. I sat my written exam which comprised of questions from Roadcraft and the Highway Code. The pass mark was 76%. I got a score of 84%. The rest of the day we spent time on Suffolk roads which were local to Martlesham. What a contrast from the big roads we had previously been travelling. I found these a lot easier as things were happening a lot slower.

'Sollys' end of week summary: A strong second week by Karl. He has continued to deliver the goods and improve in all aspects. Some fine tuning for next week should see Karl being at the required level for the final rides.

Karl Hale

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Affiliated to the Institute of Advanced Motorists

Group Membership No. 7219 - SAM is a Registered Charity No. 1067800

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I enclose my fee for annual renewal for membership type:

Full Member £15.00 Associate Member £15.00 Joint Member £18.00

Friend of Group £6.00 Lapsed £18.00 (delete as appropriate)

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Haynes Manual Translations

Haynes: Rotate anticlockwise.

Translation: Clamp with molegrips then beat repeatedly with hammer anticlockwise.

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read right through before you start.
Now you are looking at scary photos of the inside of a gearbox.

Haynes: Prise off...

Translation: Hammer a screwdriver into...

Haynes: Undo...

Translation: Go and buy a tin of WD40 (giant economy size).

Haynes: One spanner rating.

Translation: An infant could do this... so how did you manage to **** it up?

Haynes: Retain tiny spring...

Translation: PINGGGG – “Where the hell did that go?”

Haynes: Carefully...

Translation: You are about to suffer serious abrasions.

Haynes: Retaining nut...

Translation: Yes, that's it, that big spherical blob of rust.

Haynes: With the help of an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Prise away the plastic locating pegs...

Translation: Snap off...

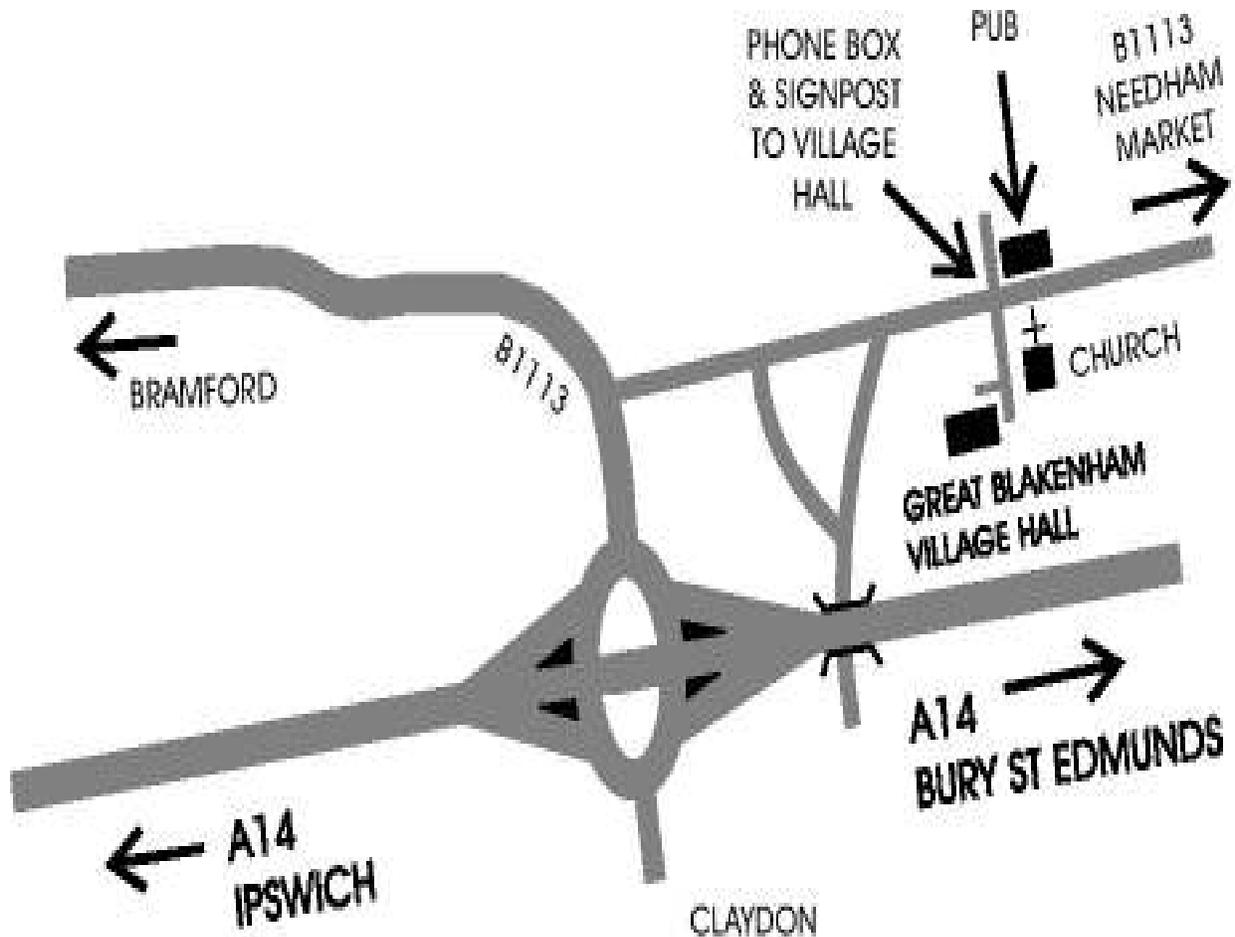
Haynes: Apply moderate heat...

Translation: Unless you have a blast furnace, don't bother.
Alternatively, clamp with molegrips then beat repeatedly with hammer.

Our Venue

Group Nights start at 7:30 pm on the third Monday of every month
at Great Blakenham Village Hall

Not To Scale



We have a “No-Smoking” policy in the meeting room.

Please leave quietly, and return
all chairs back to the storage
trolley provided.

Observer Associate Charter

Purpose

The purpose of the Charter is to make clear the definition of what is expected in Observer / Associate relationship.

The Observers

Have made the effort to train, not only for the IAM test but have taken part in extensive Observer training to become Observers for the group. They are a valuable asset to the group and give of their time freely, except for a small contribution from the associates for their expenses. Observers attend regular refresher training sessions with Senior Observers, support theory nights and Riding Dexterity days.

The Associates

- Are expected to have an equal commitment with the goal being the IAM test.
- Are to be available for regular observed rides ideally every two weeks with at least 100 practice miles being covered in that period. Continuity cannot be maintained with regular gaps of three weeks or more or no miles between observed rides.
- Must agree the dates of the next runs at the debriefing and must practice any improvement recommendations between the runs.
- Will where possible attend a riding Dexterity Day to improve their slow speed manoeuvres and control.
- Must make an effort to study the theory by reading Pass your Advanced Motorcycle Test and the Highway Code plus attend club Theory Nights when possible.
- Cancellation of a planned run due to poor weather conditions will be at the discretion of the Observer. If after a period of one month, an Observer has not heard from the Associate it will be assumed that interest has been lost and the Associate will be placed back at the bottom of the waiting list.
- When the Observer feels the associate is riding consistently at the test standard a Cross check will be arranged with a Senior Observer.
- The Observer will give as much help and encouragement as possible but the onus is on the associate to endeavour.

Events Diary

Thursday 21 st February	Roadcraft Theory Night Gt. Blakenham Village Hall 7:30 pm
Sunday 2 nd March	Breakfast Run – Martello Café, Clacton
Monday 17 th March	Group Night – Kevin Ash (Motorcycle Journalist) & NAM Group as guests Gt. Blakenham Village Hall 7:30 pm
Thursday 20 th March	Roadcraft Theory Night Gt. Blakenham Village Hall 7:30 pm

Membership Fees for 2008

Full Member £15.00

Associate £85 - Skills for Life (£109 from 1st April 2008)

(25 years and under Skills for Life discount £20)

Includes the current issue of “Pass your Advanced Motorcycle Test” and your IAM Test fee for new members

Expenses to Observer for observed rides is £10.00

Friend of the Group £6.00

For spouse, partner, friend or colleague of a group member. The Newsletter is not included in this price

Joint Full Members £18.00

Membership entitles you to 1 Newsletter per couple and to attend monthly Group meetings which will encompass both riding and safety techniques, speaker on interesting and varied subject, Group rides at weekends and evenings and the fellowship of like-minded people.

Please support us by renewing and helping the Group to flourish in the cause of safer motorcycling.

come on down we've got a lot to offer

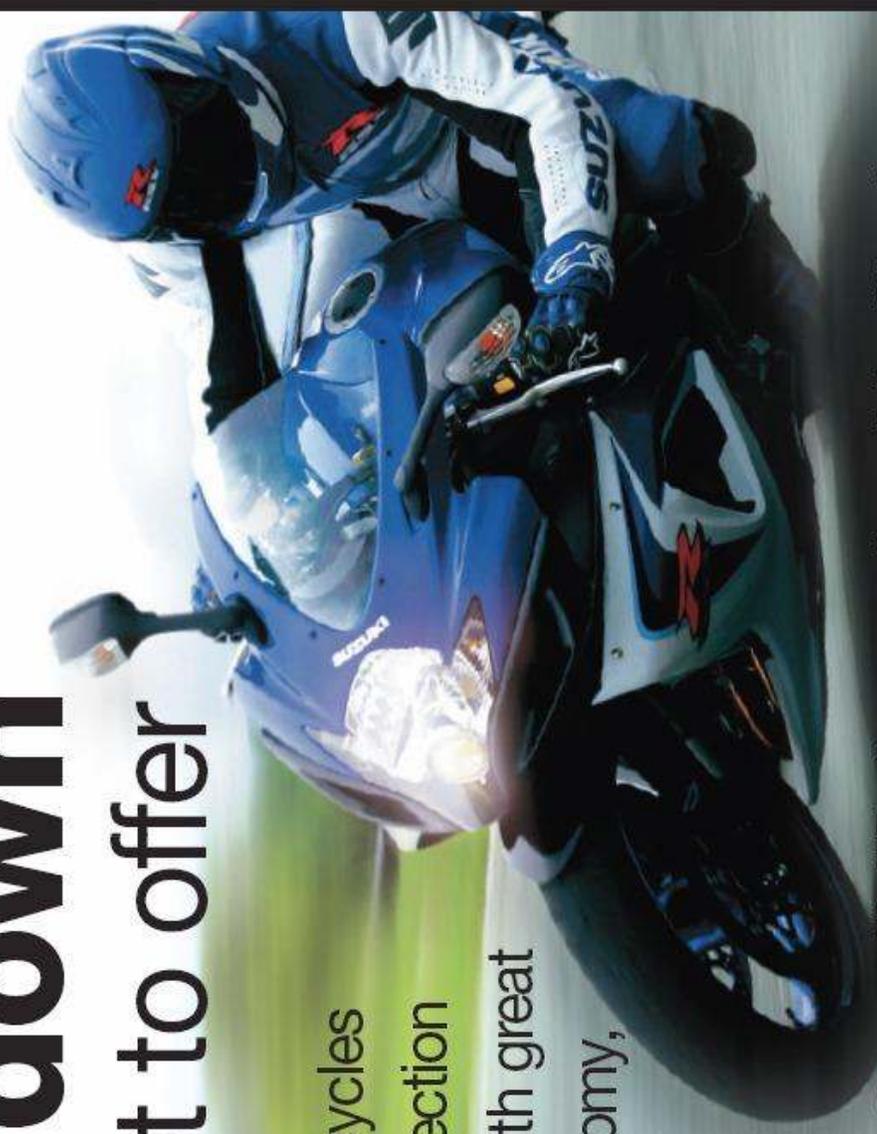
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