

# The SAM Observer

February 2015



Registered Charity No. 1067800



IAM Group No. 7219

[www.suffolk-advanced-motorcyclists.com](http://www.suffolk-advanced-motorcyclists.com)

This month's cover photo was taken by Andy Liffen at the Kyrgyzstan & Tajikistan border during his solo trip last year.  
Mike Roberts who did the picture editing and graphical work.



# YOUR COMMITTEE

No Calls After 9pm Please

## OFFICERS

Chairman	Beverley Rudland	01473 401362
Secretary	John Sillett	01473 219488
Treasurer	Bryan Duncan	07879 654122

## COMMITTEE MEMBERS

Vice Chairman	Martin Drury	07595 277831
Membership Secretary	Linda Barker	01473 327555
Chief Observer	Derek Barker	01473 327555
Buddy Co-ordinator	Stephen Cook	07711 650183
Buddy Co-ordinator	Vicky Smith	01255 830352
Caring SAM	Brian Ellis	07740 564097
Events	Vincent Evans	01473 890496
Events	David Arbon	01473 684206
Publicity Co-ordinator	Paul Spalding	07879 844618
Publicity	Martin Drury	07595 277831
Discount Scheme	Graham Parker	07905 468995
Group Nights	Graham Parker	07905 468995
Webmaster	Mike Roberts	01473 718915
Magazine Editor	Felix Oliver	07712 649860

## NATIONAL OBSERVERS

Mike Roberts	01473 718915	David Rudland	01473 401362
Karl Hale	01359 241552	Richard Toll	01473 401363
Stuart Young	07931 350799	Leia Dowsing	07841 699081
Lee Gage	07732 753623		

## OBSERVERS

John Morgan	01473 711699	Steve Gocher	01473 430643
Paul Newman	01473 620450	Simon Phillips	01473 830671
Tony Chyc	01206 231782	John Sillett	01473 219488
Paul Spalding	07879 844618	André Castle	07730 526674
Steve Studd	07903 867000	Mark Hardy	07557 671465
Ruth Elmer	07783 007100	Ross Mckinlay	07986 838028
Tim Murgatroyd	07901 332757	Chris Smith	01206 251946

Associate Co-ordinator, Susan Smith, 01206 251946

## I.A.M. EXAMINER

Kevin Stark 01473 310504

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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: **John Sillett**

37 Bishops Hill, Ipswich, IP3 8EW. 01473 219488. 07801685362.

John.sillett1@ntlworld.com



# FEBRUARY'S CHAIRMAN'S CHAT

Dear Reader,

Welcome to the February edition of our SAM magazine and my very last Chairman's Chat. I do hope you'll be able to join me at group night on Tuesday 17<sup>th</sup> February as our new Chairman will be voted in at the AGM which takes place just before the main part of the meeting.

After the formalities of the AGM we will have a very interesting presentation by a local emergency medical charity SARS, that stands for the Suffolk Accident Rescue Service. Although SARS is a very low profile charity they have been responding to serious and life-threatening incidents since 1972 and this has included helping hundreds of injured motorcyclists over the years.

One person who is sure to heave a sigh of relief knowing this will be my last chat is my dear husband David as he has found himself to be the focus of a number of my chats over the past 4 years, the Hein Gericke manoeuvre back in September 2012 is one of my personal favourites. It's still available on the SAM website if you fancy a giggle.

Whilst looking through some old photographs just recently I came across an old black and white photograph that demonstrates my love of motorbikes from a very early age. (Page 2) It dates back to around 1967 and although my Dad cannot remember exactly what the bike is, possibly a Rayleigh Gadabout, he definitely wishes he still owned it. Hopefully, the quality of the photograph is good enough to print in the magazine so if you can identify the bike I'd love to hear from you.

2015 already promises to be a much better motorcycling year than 2014 for David and me. We have an Easter trip to Wales, a May Bank Holiday trip to the Battle Fields and a summer trip to Austria planned. We've also signed up for the Riders for Health off road training day in March, if I survive that David has agreed that we can go to Zambia in 2016, so I'll keep you posted. I hope 2015 will be a good motorcycling year for you too.

I'd like to take this opportunity to sincerely thank everyone who has helped and supported me over the past 4 years as SAM Chairman, not only has it been a great privilege it has been great fun too. Every single committee member, past and present, has made a very valuable contribution to the success of the group and not only will SAM continue to thrive, I am confident it will benefit from having the fresh ideas and enthusiasm of a new Chairman.

Although our Editor, Felix, might find this hard to believe, as I often risk missing the printers deadline, I shall really miss having this regular 'chat' with you all but I look forward to having a little more time to socialise at group nights so I look forward to catching up with you soon.

With my very best wishes,

*Beverley*



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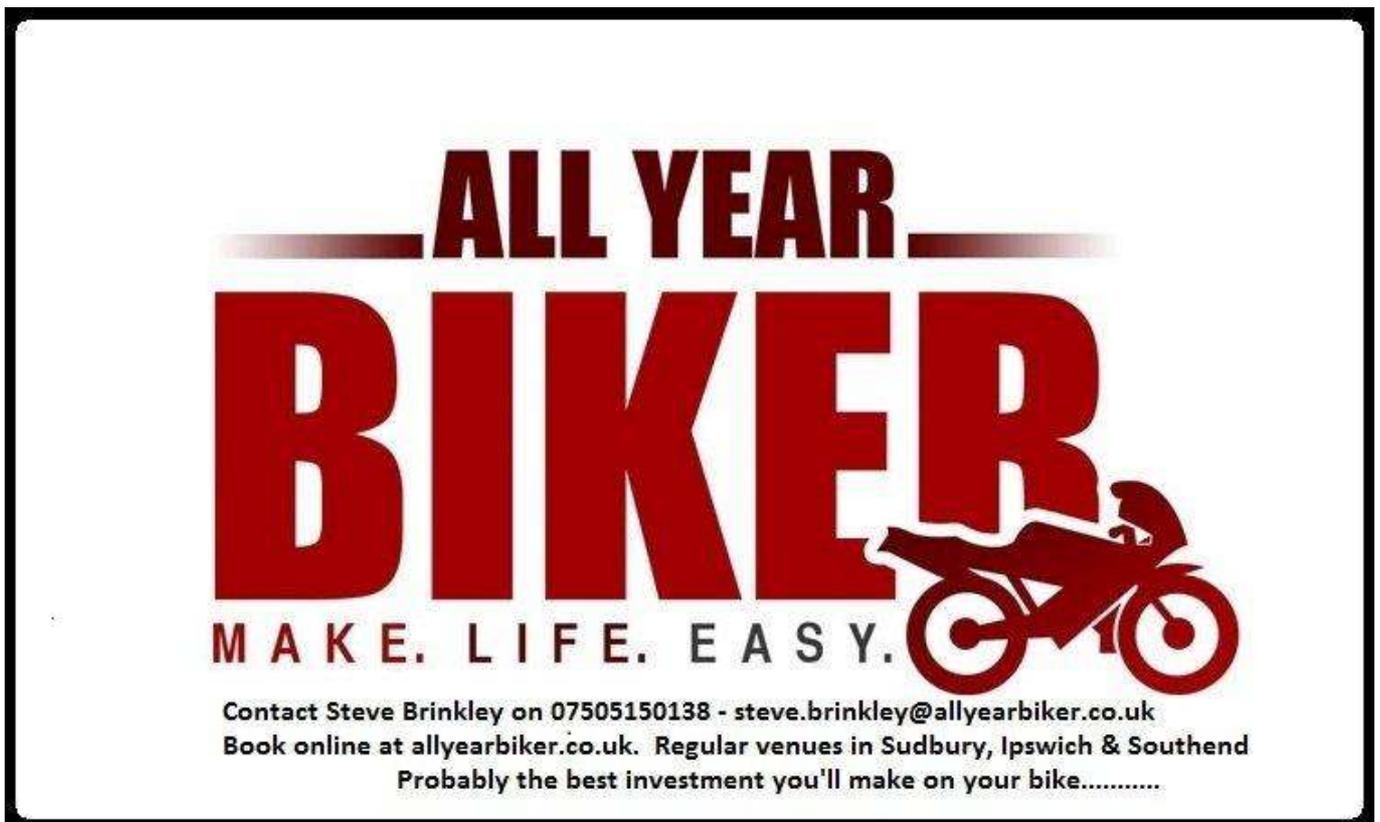
**TEL: 01473-257515**

# NEW ASSOCIATE MEMBERS

A warm welcome is extended to our most recent Associate members:

Peter Smith Iain Armstrong Chris Sage

If anyone else has joined us and not had a mention yet, let the Editor know and he will put your name in the next issue



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# SAM AGM MINUTES

18th February 2014

Meeting began at 19:35hrs

51 members and 6 guests in attendance.

The Chairman, Beverley Rudland, welcomed all members and guests.

The minutes of the 2013 AGM were discussed and David Wood requested that in future minutes an explanation be given of what the various trophies were presented for. Beverley agreed and asked David Rudland to ensure a brief explanation was included in this year's minutes. David Wood went on to propose the minutes and they were seconded by Stuart Young, they were then accepted unopposed by the membership.

The Chairman Beverley Rudland, Treasurer Judith Chittock and Secretary David Rudland then stepped down from the meeting whilst Vice Chairman, Karl Hale, discussed the officer nominations.

It was announced that the only nomination received for the post of Chairman was Beverley Rudland this was proposed by Linda Barker and seconded by John Sillett

Only one nomination was received for the post of Treasurer, this was Bryan Duncan, who was proposed by Karl Hale and seconded by Steve Cook.

There was only one nomination for the post of Secretary, this was John Sillett who was proposed by Judy Chittock and seconded by Mike Roberts.

Beverley thanked Karl for overseeing the election of the officers, she then re-took the chair and went on to thank both Judy and David for their many years of commitment to SAM.

It was announced that Karl Hale was retiring from the committee and Beverley thanked him for his hard work and dedication.

Felix Oliver was standing down but willing to be re-elected as editor, this was

proposed by Derek Barker and seconded by Graham Parker.

Two new members were elected to the committee; Brian Ellis, proposed by Graham Parker and seconded by Vicky Smith. Graham Parker, proposed by John Sillett and seconded by Mike Roberts.

The audited accounts were proposed for acceptance by John Sillett and seconded by Rob Day and Graham Parker.

Beverley invited questions from the members present, apart from a comment about cycling, no questions were raised.

Beverley went on to present the following trophies:-

Gosden Trophy:        Dean Dredge

This Trophy is presented to an outstanding associate who has shown sparkle and enthusiasm. Candidates for this trophy are nominated by their observer.

Maddock Trophy:     Graham Parker

This trophy is presented to a member in recognition of outstanding contributions to the running of the group.

This trophy was donated by founder members of the car group.

Rob Day Trophy:      Ross Mckinlay

This trophy is for the best new observer who has successfully undertaken observer training this year.

Chairman's Trophy:   Mike Roberts

This trophy is presented to a member at the chairman's discretion. Beverley expressed her sincere gratitude to Mike for his continued support and the tireless work he does for the group.

The AGM ended at 19:47hrs

# **SUFFOLK ADVANCED MOTORCYCLISTS**

**Registered Charity no. 1067800**

## **Trustees Annual report for year ending 31<sup>st</sup> December 2014**

**Name:** Suffolk Advanced Motorcyclists (SAM)

**Registered No.:** 1067800

**Main Address:** 36 Sherborne Ave., Ipswich, IP4 3DR

**Committee members:** The group committee, who must be fully paid-up members of both The Institute of Advanced Motorists and Suffolk Advanced Motorcyclists, shall constitute the trustees of the charity. Committee members are elected by the members of the group at an Annual General Meeting.

At 31<sup>st</sup> December 2014 the officers of the committee were:-

B. Rudland Chairman

J. Sillett Secretary

B. Duncan Treasurer

**Bankers:** Barclays, New Market Place, Beccles, NR34 9HD

### **Aims and Objectives**

The aim of the charity is to promote the improvement of riding standards and help new members pass the IAM advanced test.

The charity promotes the club at Saferider events, publicity stands at shows and volunteers at charity events (St Elizabeth Hospice run & the Copdock Show). It is affiliated with the Institute of Advanced Motorists and its members and its members are also members of IAM.

### **Main achievements during the year**

The club received a substantial donation of £3000 from the Copdock Show to help promote its objectives. The charity invested in two further bike cameras for Senior Observers to use when observing associates. Tests proved that the ability to replay the ride-out to the associates and demonstrate ways of improving their riding skills greatly enhanced our training methods.

The charity paid for the production of 1000 promotional DVD's for distribution at the various events attended. The charity also purchased a new banner and stand for use at such events and shows.

# **SUFFOLK ADVANCED MOTORCYCLISTS**

**Registered Charity no. 1067800**

## **Examiners report on accounts for year ending 31<sup>st</sup> December 2014**

I report on the accounts of the Trust for the year ending 31<sup>st</sup> December 2014

### **Respective responsibilities of trustees and examiner**

The charity's trustees are responsible for the preparation of the accounts. The charity's trustees consider that an audit is not required for this year (under section 144(2) of the Charities Act 2011) and that an independent examination is needed.

It is my responsibility to:

- (i) Examine the accounts under section 145 of the 2011 Act
- (ii) To follow the procedures laid down in the general Directions given by the Charity Commission under section 145(5)b of the 2011 Act
- (iii) To state whether particular matters have come to my attention.

### **Basis of examiner's statement**

My examination was carried out in accordance with the general Directives given by the Charity Commission. An examination includes a review of the accounting records kept by the charity and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, seeking explanations from the trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a "true and fair view" and the report is limited to those matters set out in the statement below.

### **Independent examiners qualified statement**

In connection with my examination, all matters arising were resolved satisfactorily. I therefore have no reasonable cause to believe that in any material respect the requirements to keep accounting records in accordance with section 130 of the 2011 Act; and to prepare accounts which accord with the accounting records and to comply with the accounting requirements of the 2011 Act, have not been met.

Mary Lal-Sagar  
3 Davey Lane  
Charsfield  
IP13 7QG

**INCOME AND EXPENDITURE ACCOUNT**  
**FOR THE YEAR ENDING 31<sup>st</sup> DECEMBER 2014**

Income	2014	2013
	Notes	
Subscription	5,153	4,235
Gift Aid	691	975
Donations	59	5
Income from Social Events	2 1,560	1,699
Advertising Income	265	265
Promotional Income	3 3,044	3,425
Sundry income	0	155
	10,772	10,579
 Expenditure		
Group Administration	4,235	4,108
Insurance	75	650
Ride Leaders & Observers	320	2,340
Training manuals & books	644	380
Social Events	837	906
Promotion	1,093	1,196
	7,871	9,580
Excess of Income over Expenditure	2,901	1,179

**STATEMENT OF ASSETS AND LIABILITIES**  
**AS AT 31<sup>st</sup> DECEMBER 2014**

	2014	2013
Cash Assets		
Bank Account	16,291	12,719
Debtor	4 265	0
Current Liabilities	5 (936)	0
<b>Net Assets</b>	15,620	12,719

Represented by:

Accumulated Fund		
Balance at 1 <sup>st</sup> January 2014	12,719	11,540
Excess of income over expenditure	2,901	1,179
	15,620	12,719

**SUFFOLK ADVANCED MOTORCYCLISTS**  
**Registered Charity no. 1067800**

Notes to the Accounts

1. Basis of accounts: These accounts have been prepared on a “receipts and payments basis” and in accordance with S42 (3) Charities Act 1993.
2. Last year, income received from group nights and group functions were included in promotion income. This income and corresponding expenses are shown separately this year as income and expenses from social events. This gives a clearer understanding of the income and expenditure account.
3. Promotion income is specifically given for promoting the objectives of the group. At 31<sup>st</sup> December the amount added to the fund was as follows;

	£	
Income received	3,044	
Expenses	(1,093)	
	<u>1,951</u>	

Promotional income is spent on promoting the club at shows, advertising and training.

	2014	2013
4. Debtor	£	£
Advertising income	<u>265</u>	<u>0</u>
5. Current liabilities		
Administration expenses	<u>936</u>	<u>0</u>

# OBSERVER TASTER DAY

Have you ever thought about becoming a SAM Observer but are not entirely sure what that involves, or if it is for you? If so, there is going to be a day that is designed to give you an idea of what being an Observer is all about and answer any questions you may have in a relaxed, pressure free environment.

The aim of the day is to simply give potential Observers some hints and tips to take away and work on in readiness for the Observer assessment day that takes place towards the end of each year. The day will consist of both a classroom and practical on road session.

*Please note that this will not be a formal SAM Observer assessment day.*

The plan is to have the day either at the end of March or early April. The actual date will be formalised once I have an idea of the numbers wanting to attend.

Please email me by the 7<sup>th</sup> of March at [mike.j.roberts@btinternet.com](mailto:mike.j.roberts@btinternet.com) to register your interest in attending or give me a call on 01473 718915 should you require further information or wish for an informal chat about the day.

Mike Roberts



Picture from Chris Smith from his Scotland tour

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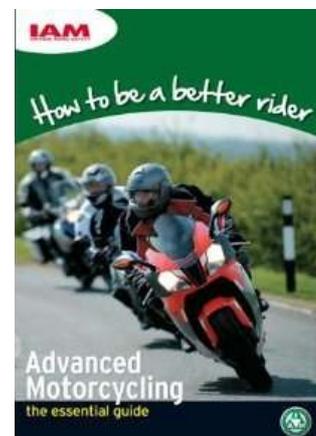
## SAM THEORY EVENINGS

As most of you know, on the Thursday evening, directly after Group Nights, SAM holds its monthly Theory Evening. Based on an ever revolving subject list of important rider skills these nights are an informal evening of facts and lively banter all aimed at improving your ride based on the information in "How to be a better rider".

Each session covers one of the four main topic areas;

Overtaking  
Cornering

Planning & Positioning  
Gears & Acceleration



Mainly aimed at Associates going through the Skill for Life course, these evenings are also a good way for full members to brush up on their theory and add their experiences and questions to the session.

The great benefit of attending these sessions in the classroom means it saves time on the road, covering theory and has the added advantage of an opportunity to discuss any issues you may have generally on your Skill for Life Course.

Derek Barker,

SAM Chief Observer

# EVERY PICTURE TELLS A STORY

A diary of our 2014 Davey Bros. Calendar Challenge

The objective was to visit all 12 locations in the Calendar within the year to qualify for entry into a draw to win £500 to be donated to a charity of ones choice for the winner.

Brancaster Staithe, 4<sup>th</sup> May

An easy start as we took 2 bikes across the border to get the first photo required as our proof of finding the location. Met lots of similar looking people who all spoke with a funny accent. Must be in Norfolk then.

Curbar Edge, 18<sup>th</sup> May

Two bikes again up to Derbyshire for a 400 mile round trip on a very warm day. Had a most enjoyable Bakewell Tart there followed by a nice ride home across the Fens. A good day.

Longformacus, 4<sup>th</sup> June

Visited this one on our return from a group holiday in the Highlands. Judy riding pillion as we met heavy rain when crossing the Forth Bridge. Rain stopped and monsoon started. The mud/peat/water mixture was pouring off the moors as we neared our target. Finally found the Godforsaken place just as my waterproof trousers gave up the ghost. Splashed our way along the A7 to spend the night at my sister's house near Carlisle. The A7 would have been a lot better with a dry crotch.

Buttermere, 6<sup>th</sup> June

Our first visit to this particular lake. A mirror like surface on a perfect early summers day. Simply stunning.

Knaresborough, 6<sup>th</sup> June

We left the Lake District and took a scenic route through Yorkshire to this very busy market town. Never found the bridge on the calendar but did find a nice cafe for lunch. The soup could have been a bit warmer though.

Whitchurch-Upon-Thames, 24<sup>th</sup> July

The start of a long weekend away in the excellent company of Chris & Susan Smith. Our journey there included having a full blown display by the Red Arrows going on around us as we passed RAF Benson. A bridge was closed in Whitchurch preventing us from travelling through the town but we found a sign and took the photo. Me and Chris found a slipway into the river and decided to have a paddle in the Thames, just to check that our boots were waterproof.

Stonehenge, 24<sup>th</sup> July

The usual queues on the A303 past the stones enabled us to practice our filtering skills. Judy took a blurry picture from her pillion perch but we pressed on to the shiny visitor centre for a photo in the car park.

Botallack Tin Mine, 25<sup>th</sup> July

The highlight of the entire challenge. Hot sun and stunning scenery. Quite a long ride along a stony track led us to the old mine workings. I decided I wanted to get my Sprint a bit closer to the old engine house which was situated on the shoreline. This would involve a tricky descent down a steep and rocky path with a sharp bend halfway along. I remembered seeing the magazine cover with Rob, Derek and John's bike on a ledge and thought if they can do it then so can I, 'cos they're really old.

Chris opted to leave his Ducati where it was and get the photo from there. I was on a mission so off came the luggage. If I was going to lose it over the cliff at least I would still have a toothbrush and a clean pair of pants.

I started the descent only to find that I couldn't turn tight enough to get round the bend. I was stuck. With a bit of pushing, lifting and swearing we managed to get the Sprint on course for the cliff edge and the photo.

All I had to do was get it back up. Lots of revs, clutch out, stall, apply brakes, slide backwards on loose surface. Twice. B\*ll\*cks.

Susan was ignoring us, concentrating on her sun tan. Judy was looking on with a worried expression wondering what we were going to put on the insurance claim form. Nothing left but to give it the big one. With Chris steadying the rear I let rip and somehow, amidst a shower of gravel and dust, I made it up to the top.

They said it couldn't be done. They were nearly right.

Exmoor, 26<sup>th</sup> July

I don't know how many narrow, twisty, high hedged roads there are on Exmoor, but we found a lot of them. At no time were we actually lost but this trip involved it's fair share of sat nav prodding, map folding and backside scratching. We eventually found a road wide enough for two rabbits to pass each other without one of them needing to fold it's ears in and got a photo in Exford.

The last of four destinations completed over a long weekend. Great fun.

Great Orme, 24<sup>th</sup> August

A visit to Llandudno on a Bank holiday was always going to be busy but very enjoyable all the same. Judy was back in the saddle as we reached the summit of the Great Orme. Tea, cake and photo taken. Job done. We found a nine hole pitch and putt course on the way back down so we had a couple of rounds. I think I won but Judy probably wouldn't agree.

Snowdon, 24<sup>th</sup> August

Nowhere to park as we passed the mountain railway area so we continued to Nant Peris and took a photo of a mountain there.

Probably was Snowdon but they all look the same to me.

Just one to go now.

Tower Bridge, 7<sup>th</sup> September

For the first time in my 53 years I was going to have to venture into the capital under my own steam. Surely that's what trains and buses were invented for? I had a plan. Up at 04.00 for an early start on a Sunday morning. Two up on the Sprint we got as far as Chelmsford before we ran into fog. The Sprint has the worst headlights in the dark on any known vehicle, let alone fog but gradually it lifted as we neared London.

The trip there was remarkably easy, even for an ol' tractor boy like me and we got to St. Katherines Way, right beside the bridge, about 06.30.

No-one about as we got the photo as seen on the cover of October's SAM Observer magazine. As we left the scene I saw a flash in my mirror. Double b\*ll\*cks, what have I done now? A voice from my pillion said "Only me, I was taking a photo and didn't turn the flash off. Sorry". Home via the bridge and the Blackwall Tunnel to the A12 meant our challenge had been completed.

Nigel Chittock

Pictures on page 39

# BREAKFAST RUN 2015

1<sup>st</sup> March 2015  
Hippodrome, March  
PE15 8AQ

Tel: 01354 602980

Meet at Stowmarket Tesco's and fill in 'Contact Number' sheet in good time for the 08:45 Briefing and subsequent departure. All riders must attend Briefing.

Ride Co-ordinator TBA.

Leaving Tesco's car park keep wheeling left until the **A14** westbound (Bury) is joined.

Leave **A14** at **J45** (Woolpit) and follow **A1088** through Ixworth to Thetford. At 2<sup>nd</sup> roundabout in Thetford take 3<sup>rd</sup> exit, **A1075** to Watton.

**Turn left** at Watton traffic lights. Follow **B1108** to **A1065** crossroads. Straight over (v narrow lane) to **T-junction** at Didlington.

**Turn left**

3<sup>rd</sup> crossroads – in middle of forest – **turn right**.

**Left** then **Right** at staggered crossroads to Feltwell. At Feltwell T-junction triangle **turn right** on Bell Road to Southery. **Turn right** at Southery High St to join **A10(N)**.

**Take 1st left** at Modney Bridge Road past Wildlife Centre to bridge T-junction. **Turn right** to Welney village.

**Take 1st left** – New Road – **B1100** – towards March.

**Turn left** at T-junction with **B1098** along Sixteen Foot Bank. **Turn right** over bridge at Upwell Road along **B1099**. **Turn right** at High St traffic lights in March.

At Dartford Road traffic lights **turn left** then **1st right** into Darthill Rd – free car park on right.

Building opposite is Wetherspoons – entrance on Dartford Rd. Find table – get table number – order at bar.

# SATURDAY JAUNT

14th March, 2015

Coffee Shop at Barnplants Garden Centre  
Stanway  
CO3 8ND

Tel: 01206 211312

Meet in car park behind Curry's at Copdock (**IP8 3TT**) and fill in 'Contact Number' sheet in good time for **13:30** Briefing and subsequent departure.

All riders must attend Briefing.

Ride Co-ordinator TBA.

**Turn left** out of Tesco's to join the Ipswich bound **A1214**.

**Turn left** at the traffic lights at the Holiday Inn joining the **A1071** to Boxford.

**Turn left** on the **A134** to Assington.

**Turn right** into The Street to Bures High Street.

**Turn left** joining Colchester Rd.

After 1 mile, **turn right** into an unnamed road to Wakes Colne.

**Turn left** onto the **A1124**.

**Turn right** into Turkey Cock Lane.

Entrance to Garden Centre is almost a mile on the **right hand** side.

**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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# FANCY A MOTORCYCLING CHALLENGE IN 2015

Some of you will remember the East Coast Challenge that I organised a few years ago. I have been asked whether I would do it again a few times and thought perhaps this year we might try it again but with a new twist.

The NEW East Coast Challenge rides will take the following form. Rides must take place on the following dates ONLY: Sunday 25th March, Saturday June 20th 10pm – Sunday June 21st 10am and Sunday 27th September. You will notice the midsummer run is a night ride!

As before, the Challenge is to visit the following locations, in any order, Sheringham, Stalham, Swaffham, Stowmarket and Southwold. The Challenge must be completed in not less than 7 hours, allowing plenty of time for meal breaks and socialising! No evidence or route cards are required.

If you would like a memento of the run I have East Coast Challenge badges available for £5. All proceeds from badge sales goes to the Riders for Health charity (riders.org). If you don't want a badge but would like to make a donation that would be great. I would certainly appreciate any feedback and pictures of your ride which may be used on the website.

Over the years we found the most popular stopping places are Sheringham (front or station car park), Swaffham market place, Southwold pier, Potter Heigham and Reedham Ferry (not at night!). There are many others.

I am also running the Calendar Challenge again this year. This involves visiting the locations shown on the 2015 Davey Bros calendar. Each time you visit one of the locations take a photo of your bike and yourself, if possible, at or near the location. Send me your evidence together with a £5 donation for Riders for Health (12 x £5 = £60). Every location visited will gain you one entry into a DRAW. Obviously the more locations visited the greater your chance of winning the draw. In January 2016 all the entries will be placed in the draw and the winner will receive £500 to donate to a charity of their choice.

You might consider using the Calendar Challenge for your own charitable fund raising. If you do please let me know the results of your efforts so we can share the result on the website. In September 2014 Alan Gent completed the Challenge. Using his trusty Pan European, Alan covered 1800 miles in 3 days to visit all 12 locations. A great ride made even more special by the

sponsorship he received enabling him to raise over £1300 for Cancer Campaign in Suffolk.

You have 12 months to visit all the locations, you don't have to do it in 3 days! This year's locations are: Malmesbury, Llyn Gwynant, Hereford, Combe Martin, Buttermere, Swaledale, Froggett Edge, Higger Tor, Inverlochy Castle, Borrowdale, South Bank London and Lochan na-Achlaise.

Dee Bee Cafe. I have created a small cafe area in the shop and will have outdoor seating for the summer. Please feel free to call whilst out for a ride, you will be very welcome.

Paul Davey

Davey Bros Motorcycles

# WHO DO YOU THINK YOU ARE.....?

The committee came up with the idea of a survey which is just for fun. The idea is for members to get to know each other, so feel free to fill in the form, send it to the Editor and get it published in the magazine.

-  Name, along with photo
-  Occupation
-  Been a member of SAM since.....
-  Best thing about belonging to SAM
-  First started to ride bikes (legally, of course)
-  First bike ridden
-  Current bike/s
-  Best bike ridden
-  Worst bike owned or just ridden

-  Favourite ride/road
-  Favourite food, drink, TV show
-  Hobbies
-  What one law would you change
-  Person whom you admire most
-  Any ambitions still to achieve
-  Secret motorcycle passion
-  Silliest bike-related thing you've ever done
-  Where would you retire to tomorrow
-  Trials, Grass-track, Road Racing or Circuit Racing
-  Barry Sheene, Carl Fogarty, Mike Hailwood or who?
-  Valentino Rossi, Jorge Lorenzo, Marq Marquez or who?
-  Classic or Modern
-  Full-faced or Flip-front
-  Leathers or Textile
-  V-twin or 3/4/6 across the frame
-  Most embarrassing bike drop
-  Most miserable bike journey
-  Any "I don't believe I just did that" moment
-  Longest distance pushing a motorcycle
-  Most pointless motorcycle accessory (whether purchased or supplied new)

Finally, what question would you ask the next person.....?



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Fuel consumption for the Volvo Range in MPG (l/100 km): Urban 18.6 (15.2) - 74.3 (3.8), Extra Urban 34.9 (8.1) - 91.1 (3.1), Combined 26.4 (10.7) - 83.1 (3.4). CO<sub>2</sub> Emissions 249 - 88g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

# MOTORCYCLING IN THE HIGH TECH AGE.

My introduction to motorcycling started when I was around six years old riding on the petrol tank of my father's AA BSA M21 sidecar outfit, I then had several stripped down old mopeds and small two strokes that a group of us local village lads would ride around a friends farm, no protective clothing and at the start no crash helmets.

When I reached the age of sixteen my first road bike was a Triumph Tiger Cub followed by several British twins, after I had passed the very simple in those days, motorcycle test. This being the early 70s the nation was being invaded by Jap Crap as I thought until I borrowed a friends CB250 Honda which was as fast, smoother, more comfortable than my 500 Triumph, and had mod cons like indicators and 5 speed gearbox with no oil leaking over the garage floor.

I soon converted to a Yamaha 350 twin, but not really being a fan of two strokes I soon purchased a Honda 750 four K1, which was a revelation, super



smooth, fast (in those days), brakes that worked, although there was a delay in the wet, comfortable for longer journeys, but it did have a "hinge" in the frame or swing arm, (I never did find it), which made it interesting on twisty roads.

This was followed by a new CB550 purchased in 1976 from Bowers of Bury which

was lighter and did handle much better although we were still on cross ply Bridgestone tyres which also made life interesting. I then met my Pink Lady and with marriage, mortgage, and children motorcycling was put on hold until the late 90s when I became a born again biker with a Suzuki 750 Intruder, but it wasn't until I bought a new Triumph 1200 Trophy in 2003 that I realised how much motorcycling had advanced since the 70s particularly in the tyres, brakes and suspension department. I did learn one important lesson with this bike, the salesman had previously been employed selling sand in the Sahara,

and it was purchased without a test ride. Riding back from the dealers on a cold winters morning it was then that I realised I needed some further training to tame these modern bikes. Since then bikes have developed further with fuel injection, ABS, linked brakes etc but now we are in the electronics age.

Many of you will know that I have my head buried in that Sahara sand where technology is concerned. To me Windows are for seeing through, a tablet is something you take if you have a virus, a hard drive was driving to Cornwall towing a caravan with a Sierra diesel and apples are for eating, so how did I end up with one of these high tech bikes, the Ducati Multistrada.

Secretly I have always wanted a red Ducati. When the ST3 was introduced some years ago I thought yes, at last, good looking, more relaxed riding position than most Ducatis fitted luggage and branded as a sports tourer, so this was the bike for me, until I test rode one, it just was not for me. As I like the upright adventure style riding position I should have been tempted by the older air-cooled Multi, but the looks left a lot to be desired in my view.

When the new model was introduced in 2010 everyone raved about how it performed some journalists said best bike in the world, but to me it was overpriced, overpowered and probably unreliable although one of my work colleagues said I should try one, as he was very impressed. At that time I had been riding Tiger 1050s for 4 years and had also owned an FJR and the German tractor, but still preferred the Tiger as I think it has one of the best engines out there, and being a bit of a grease monkey that is important to me, but I have never been one for sticking with a brand, and with so many other good bikes available I was getting a bit restless. I think this is probably because I read to many motorcycle magazines informing us that we really do need 150 BHP with all the electronics to tame the beasts.

When the second generation 1200 Multistrada was introduced the reports were complementary, as some improvements had been made. Most owners still loved them and it was a sales success, although nowhere near the number of the tractor with sticky out cylinders with which it was competing, so I thought it was time for a test ride. We rode one, I liked it, Pink Lady said she was comfortable, and the result was I purchased my first red Ducati in August 2013, so after 18 months and 12000 miles does it live up to the hype?

First problem was the person on the pillion was not as comfortable as she thought. When we had the test ride it was Top Boxless but with some adjustment to the fixing, three different seat combinations, and rear footrest position altered, we have achieved reasonable comfort for both of us endorsed



by the fact that we have done several 350 mile plus days during the last year. The other niggle is slow speed manoeuvring especially when two up due to the fact that in my opinion the bike is too high geared for everyday road

use. This is not helped by the fact that the motor is not really happy at slow speed, due possibly to the tight emission laws, sometimes cutting out resulting in me dropping the bike on one occasion fortunately with no damage. This has improved as we have put more miles on the bike.

The bike is fitted with keyless ignition which means as long as the key fob / transmitter thingy is within range, I can press the button and go. I thought this was totally unnecessary but have to admit I rather like it now, no more fumbling in pockets with gloves on to find the key.

As with several of the latest bikes this has 4 riding modes. Sport delivers full power with instant throttle response, used for an adrenalin rush and if you wish to have points on your licence. Touring is full power with softer pillion friendly power delivery and is the mode I use most. Urban cuts the power to 100BHP for use around town or in wet conditions. Enduro is 100BHP for off road use or as I prefer the waste of time mode. The bike has 17in wheels with sports touring tyres fitted, so who in their right mind is going to take this off-road? Err well I did a couple of months ago when a few of us rode across the Kielder track. I was very lucky to come away unscathed as I forgot to switch into enduro mode. When you switch between modes this also changes the traction control, but you can change these settings if you so wish but I prefer to use my right hand, I have never felt traction control cut in, so am I not riding hard enough or am I using that tool that we all know as acceleration sense? Also I have various displays that include outside temperature, average consumption,

trip time but I would rather have a fuel gauge that works properly. The ABS can also be changed for sensitivity, but I prefer to leave well alone and hope that it works if I ever need it.

Now dear reader you are probably thinking why did he spend all that money on a bike that has really p!!!!!!ed him of. Well there are electronics that are the trump card called DSS. This is suspension that couples you to an invisible skyhook resulting in a perfectly comfortable ride whatever the road surface, if you believe the brochure, it didn't work very well when I dropped the bike. Actually it does work very well and is possibly the best bike I have had in this department. I don't think I have had one complaint from the back seat and the fact that I can change the settings between solo, solo plus luggage, solo with pillion, and pillion and luggage with a push of the button, is a real plus point as the bike rides the same whatever the load. Purists will say that any bike can be made to handle well and be comfortable, but you have more street cred if the bike can raise or lower with the push of a button, also if we start to get a bit uncomfortable a push on the button can soften things up.

So, was it the correct decision to buy this bike? Electronics aside it is still a very good all round bike with some well thought out features. It's one of the lightest in this class and is very slim with no sticky out bits. It has a decent chain guard, which is unusual, as most manufactures seem able to design a good bike but forget about chain lube being flung around everywhere. This really annoys me as with modern design systems all bikes could be fitted with a guard that both works and looks good. This is the point where many of you will be thinking stupid fool, why doesn't he buy a bike with shaft drive. Well as I said earlier being a bit of a grease monkey, I don't mind getting my hands dirty and it gives me something to do when East Enders is on.

Sorry I strayed there a bit. Getting back to the bike, the exhaust is fitted in the correct position for a road bike, underneath and out of the way, although annoyingly the factory fitted pannier is still cut away on this side but no worries as I have fitted aluminium boxes, as real posers do, which fit perfectly with a quick release system, and if I remember to fit "my box" on the exhaust side my clothes keep nice and warm.

The Top Box was the only option we had fitted to the bike. Made by Givi this is the best I have had, being able to fit two flip front helmets in, but also looking as if it belongs on the bike, not an afterthought like some.

The lights are led, for dip beam and front indicators, which again are excellent. Having been on the receiving end of a Sorry Mate in the past I do feel that this bike is well seen on the road although I don't take any chances.

The front mudguard is too short, even with an extender fitted, as the front cylinder gets all the road crud, very annoying, but the back is not bad compared with the other bikes in this class. The screen is adjustable with one hand, what no electrics I hear you cry? Sadly not, as all the motors are in the suspension but it does work well for me with no buffeting.

Overall I have no regrets with buying my Red Ducati. I love owning it, riding it, and last year was probably been one of our best for motorcycling and that is the point. Does it need all the electronics to make it as good as it is? Well yes and no. I would gladly forsake traction control, and have less power, if the result was a smoother bike at lower speeds, but I really like the



electronic suspension and keyless ignition has grown on me. What still amazes me is how electronic suspension can be developed and made to work but fuel gauges are unreliable. Ducati are not alone with this problem.

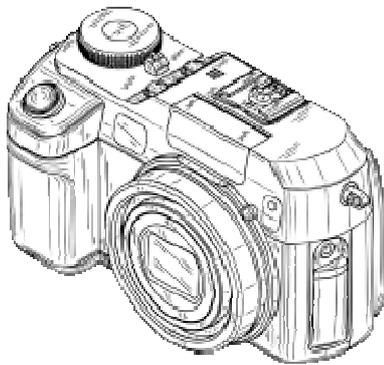
One thing for sure is that more bikes will be loaded with electronics in the future, and my thoughts will not stop progress. The idea is to have four different bikes in one package, which does work, but perhaps not to the extent that we are led to believe.

Is this current crop of bikes revolutionary? I don't think so, that was the original 750 Four that Honda made all those years ago.

**Chris Smith**

# “THE SAM OBSERVER” COVER PHOTO

Calling all of SAM’s photographers out there. Photos are required for ‘The SAM Observer’ cover, which I am sure you must have spotted is in full colour.



So if you have a cracking shot that has one or more motorcycles in it, is all your own work, and you think it would look good on the cover, I’d be very pleased to see it.

There is now a special topic on the SAM Forum where you can show small copies of potential magazine cover photos for all to see. (Just look in the Members Only section) Full instructions and requirements are listed there. I can’t promise to use all, some, or any of the photos posted, but you may get a call from me asking for the original file from your camera.



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

## EDITORIAL



The night are now drawing out and spring is slowly forcing its way out of the ground, found a Daffodil which was about to flower in the middle of January, Apparently my brother down in Devon has had the in flower before Christmas

So what have I done this month.... Nown’t... the poor old bike hasn’t moved this year. I was going to go on the breakfast run on the 4<sup>th</sup> January. Here we have had a wet Saturday and the evening the temperature dropped, the morning was frozen solid. The wet road outside the house was like a skating rink and I all most went A over T so I stayed at home. Three brave members went.

I hope to get to the February breakfast ride, but again Mrs Editor must have been complaining to him upstairs that I'm not working on the barn and skiving off enjoying myself. The forecast is for snow at the weekend....

The van has been playing up again so as we were away on Tuesday evening, It went to the doctor's. On our return, we were too late to collect it and as Mrs Editor and my daughter both needed the cars going in opposite directions to Bury, I decided to cycle, could have taken the GTR but I didn't have any way

of getting it in the van were as the cycle I could just pick it up.

Took me 1½ hours to do 16miles. And I must stay I thoughly enjoyed the ride. I started



day dreaming as one does peddling down the road. I have the National Cycle network book also called Sustrans. Which are the blue cycle signs that you see doted around. There's one route that I would like to do, Route 4 starts in Greenwich and wends its way through Bath and Bristol and ends Fishguard.

I thought about doing the London to Bristol bit with Mrs Editor so watch this space.

AGM it club night so don't hide, come and help out, simple things like writing an article, helping out at shows, come along to a committee meeting, even join the committee.

Safe Riding **Felix..** Editor

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07712649860

[editor@suffolk-advanced-motorcyclists.com](mailto: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

<p style="font-size: 24pt; text-align: center;">ADVERTISE HERE</p> <p style="text-align: center;">£25 FOR 1/8 PAGE</p> 	<p style="text-align: center;">ANNUAL ADVERTISING RATES:</p> <p style="text-align: center;">ADVERTISE ON THE SAM WEBSITE FOR AN ADDITIONAL £25.</p>
<p style="text-align: center;">Contact:</p> <p style="text-align: center;">Felix    07712649860</p> <p style="text-align: center;">Sam.editor@btinternet.com</p>	<p style="text-align: center;">£35 FOR 1/4 PAGE £50 FOR 1/2 PAGE £75 FOR FULL PAGE</p>

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

# 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: Brian Ellis

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

## DISCOUNT SCHEME

Proof of identity will be required to be shown. (e.g. Current IAM/SAM membership cards)

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

Contact: Graham Parker

<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

## FEBRUARY 2015

**Saturday 14<sup>th</sup>**      **Saturday Jaunt**, Mr Allards. **IP14 4BD** Meet at Beacon Hill lorry park **IP6 8LP** in good time for **13:30** Briefing and departure.

**Tuesday 17<sup>th</sup>**      **SAM Group Night** and **AGM**. followed by Guest Speaker. Fynn Valley Golf Club. **19:30 ~ 22:00**. Bar and restaurant serving all types of food/drinks including teas and coffees.

**Thursday 19<sup>th</sup>**      **Theory Evening**. Fynn Valley Golf Club. Come along and learn more about Roadcraft. **19:30**. This month's topic: **Gears & Acceleration**

## MARCH 2015

**Sunday 1<sup>st</sup>**      **Breakfast Run**, Hippodrome, March, **PE15 8AQ**. Meet at Stowmarket Tesco's and fill in 'Contact Number' sheet in good time for the **08:45** Briefing and subsequent departure.

**Wednesday 4<sup>th</sup>**      **SAM Committee meeting**. Fynn Valley Golf Club. **19:30**

**Saturday 14<sup>th</sup>**      **Saturday Jaunt**, Coffee Shop at Barnplants Garden Centre, Stanway, **CO3 8ND**. Meet in car park behind Currys at Copdock **IP8 3TT** and fill in 'Contact Number' sheet in good time for **13:30** Briefing and subsequent departure.

**Tuesday 17<sup>th</sup>**      **SAM Group Night**. followed by Quiz Night with Mike Roberts and Derek Barker. Fynn Valley Golf Club. **19:30 ~ 22:00**. Bar and restaurant serving all types of food/drinks including teas and coffees.

**Thursday 19<sup>th</sup>**      **Theory Evening**. Fynn Valley Golf Club. Come along and learn more about Roadcraft. **19:30**. This month's topic: **Overtaking**

APRIL 2015

**Wednesday 1<sup>st</sup>**      **SAM Committee meeting.** Fynn Valley Golf Club. **19:30**

**Sunday 5<sup>th</sup>**      **Breakfast Run, TBA**

**Tuesday 21<sup>st</sup>**      **SAM Group Night.** followed by Guest Speaker, **19:30**  
Bar and restaurant serving all types of food/drinks including teas and coffees.

**Thursday 23<sup>rd</sup>**      **Theory Evening.** Fynn Valley Golf Club. Come along and learn more about Roadcraft. **19:30.** This month's topic: **Planning & Positioning**

**Thursday 30<sup>th</sup>**      **Summer Chip Run TBA**

## 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

**3<sup>rd</sup> 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

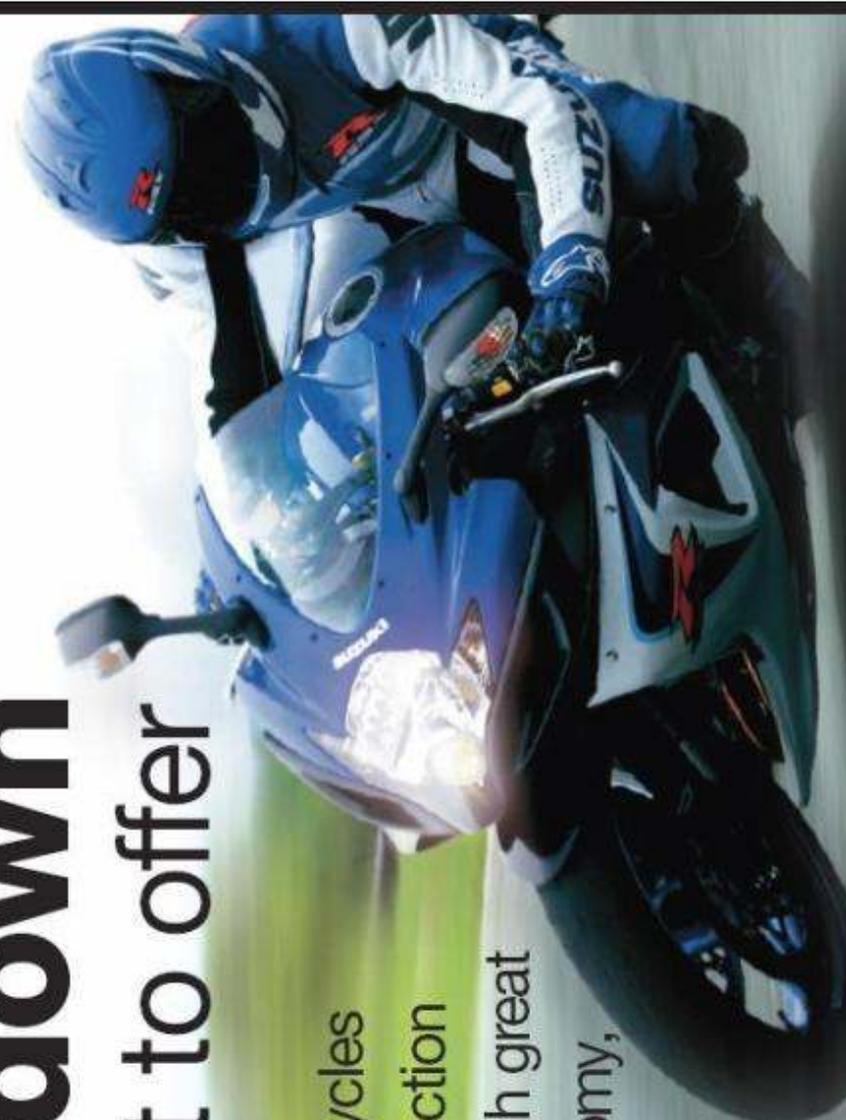
See the latest range of motorcycles and scooters and our vast selection of clothing and accessories with great names like Frank Thomas, Suomy, Arai and Alpine Stars.

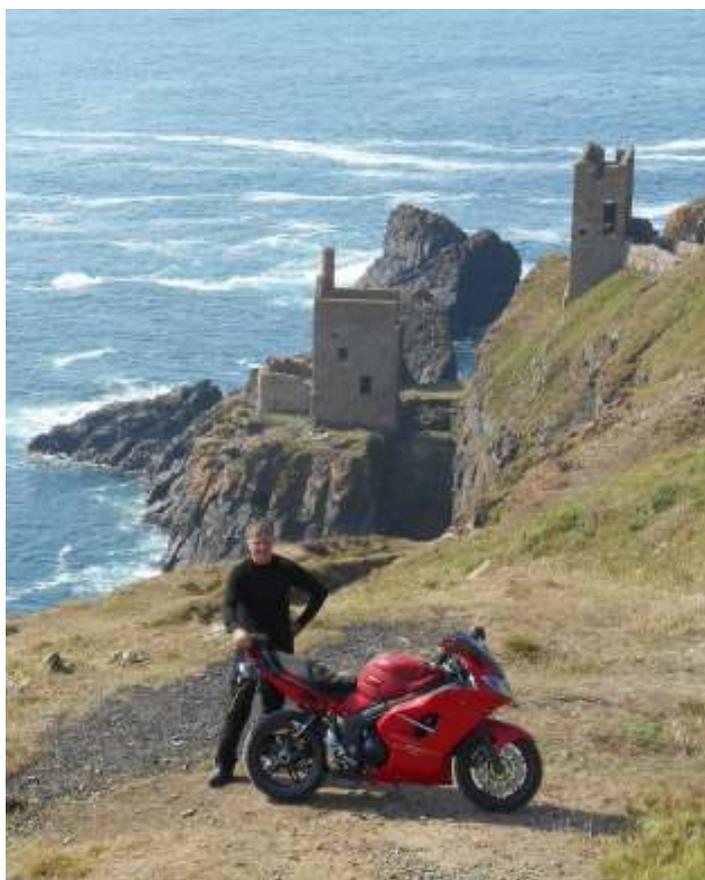


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Pictures from Nigel Chittock

