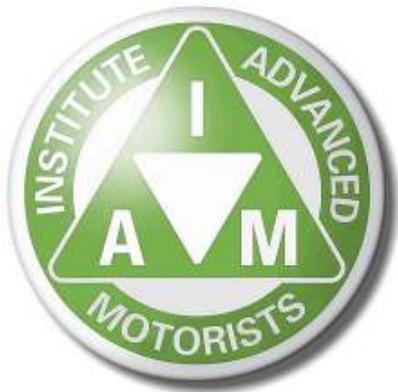


# *The SAM Observer*



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No Calls After 9pm Please

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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.

# Chairman's Chat



This month sees our first group night at our new venue – Fynn Valley. Moving venue is a big step and a decision that has not been taken lightly. We have been at Great Blakenham village hall for about 10 years and it has served us well but the committee are confident that you will view this move as a step in the right direction. The improved facilities will provide a more social atmosphere and as such help to retain existing members and introduce new ones.

The last month has been a busy one with a number a good events taking place. The “Hints and Tips” run organised by Karl Hale was a great success and due to the positive feedback more rides of this type will follow.

The “Treasure Hunt” was good fun as always and despite the threat of poor weather was well attended. I don't think I have ever visited so many pubs in one day (unfortunately only to solve clues – not to drink)! Well done to Chris Smith, John Sillett and Keith Gilbert for organising a top day.

On July 3<sup>rd</sup> Derek Barker, Chris Smith, Peter Chrisp and myself set off to Mallory Park for one of the IAM rider skills events. We were split into groups of no more than 4 and each group had a specific instructor for the duration of the event. We had about seven or eight 10 lap sessions on the track, returning to the pits between each one for briefings and then given objectives for the next session. It was a good day, lots of fun, no drain covers, no paint on the road or anyone coming towards you. It is an ideal package for riders who have never before ridden at this type of venue, whilst it also offers ongoing improvement opportunities for those who have previous experience. If you have ever fancied going round a track but without the pressure of racing then these events are worth a look. There is one more planned for this year on 9<sup>th</sup> October and more to be organised for next year. Visit the IAM website for full details.

Talking of websites, remember to register on the SAM site if you haven't already done so and please continue to provide us your feedback, suggestions and ideas. Oh, and if you like our new home, please bring a guest.

Have a good month.

Richard

# Secretary's Scribbles



Welcome to our new home at Fynn Valley and what we hope to be a more comfortable and welcoming venue for current members and hopefully lots of new members over the coming months and years.

Increasing membership was the theme of this year's IAM National Motorcycle Conference that I recently attended at the University of Warwick. There's so much to report that I've produced a separate article later in this magazine.

Whilst I was in the Midlands, I took the opportunity to stay overnight in Coventry after the conference and attend the Mallory Park round of the British Superbikes the following day. This was my first visit to the BSB championship this year, (but hopefully not my last) and unbelievably the first time I'd visited Mallory Park. (The only other major UK circuit I've not visited is Oulton Park, but I'm aiming to put that right the weekend after this magazine is released.)

As you'll read later, the IAM's first year of organising "Rider Improvement (track) days" has been a sell out success. The hope next year, is to go back to Mallory Park and hopefully some other circuits. Maybe they will go to my favourite: Cadwell Park! The feedback from the group members I spoke to at Conference was so glowing that even I might be persuaded to take the "Berlin Bus" onto the track!

However my trip to Mallory and back illustrates just how much work we have to do:

On the roads into the circuit, that I was using, I came upon a rider of an elderly but very clean (but noisy) Yamaha Thunderace. His lines through the bends were "unusual" to say the least. However I soon found out that it was best to stay well back from him, as I could not believe that someone could ride a bike so slowly through bends! Not only that, but he had the magic knack of losing speed mid-bend. No wonder he approached right-handers from the middle of the road. If he had used "Roadcraft" positioning, he would have ended up on the grass verge! He terrified me on left-handers as he often drifted over the centre line on the exit!

At the circuit the racing started in the dry but soon dark clouds appeared and down came the rain. However the benefit of this, is all my track heroes were wearing clear helmet visors. At the famous Mallory hairpin you really could see the concentration in the eyes of Shaky Byrne and the others. So how come, on leaving the circuit, although the rain had stopped, the sky was still just as dark, but at least 50% of the bike mounted spectators were still wearing dark visors? Maybe they are all better riders than Shaky!



On my ride into Leicester (where I had a hotel for the night), I found lots of riders sitting in car filled traffic jams. Either they had not been taught the art of filtering or maybe their visors prevented them from seeing properly!

125cc action at the Mallory Park hairpin!

See you on the track (maybe)!

Martin

## New Members

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

Mandy Bunn

Christopher Burke

Timothy Wash

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 Graham Mead for passing his IAM Test. Graham's observer was David Rudland.

## Observer News

Congratulations to Matthew Cullum and Stuart Young for qualifying as and joining the Observer ranks.

## Chief Observer Retirement

This is a belated message of thanks to SAMs Committee and the Observer team for the gifts and many kind messages and e mails received, leading up to and following my retirement as Chief Observer.

The good thing about retirement from any position within SAM is that it brings new blood with new expertise, and now as always that new blood moves the expertise of the group organisation up to new and higher levels of professionalism.

For my part I helped to bring about the concept of Continuous Observer Training which was graciously received by the already overworked Observer team. Most of that concept was originally thought up by my predecessor as Chief Observer Phil Baldwin to whom the group is indebted not just for his time as Chief Observer but for the conciliatory role he played in the groups troubled past.

I have, as you probably already know handed the reigns to Derek Barker who is more than capable of controlling the rabble that is SAMs Observer team.

If the current Observer team support Derek as much as they supported myself it is going to continue to be one of the best trained Observer teams in the UK. I thank you one and all for the support, the fun, the mickey taking (a prerequisite to being a SAM Observer) and mostly for your dedication and reception of extra and new training regimes.

Best regards Rob Day

# Obituary



## Trevor (Tossa 1) Mayhew

Sadly after suffering throat cancer, long standing SAM member Trevor Mayhew passed away in hospital on June 21st .

Trevor had been a member of SAM for around 15 years first coming to the then venue at the Brewery Tap Ipswich with lifelong friend and comedian Barry Lewis (alias Tossa 2). That's the way these two would sign themselves in on group nights. Tossa 1 and Tossa 2 in great comedic style much to the amusement of everyone who knew them.

Trevor was very well known in and around Stowmarket not least because he was a taxi driver and **everyone** seemed to know him.

Trevor was marshalling at a race meeting in Couix France just 3 weeks ago and although going downhill fast and much to the consternation of his fellow marshals insisted he was OK and insisted he would ride home which he did. Such was the stoicism of the headstrong man that he was.

This would be typical of Trevor's attitude to his illnesses, he had undergone serious heart surgery just 6 years ago and recovered quickly to carry on riding his beloved K1200RS and to undergo a four points of the compass ride covering around 2500mls to raise money for Cancer research and Addenbrooke's hospital.

Personally I will remember him for his ability to ride a motorbike and to continue laughing and joking no matter what else was happening to him. The very epitome of a great motorcyclist and a great local man with a great outlook on life.

Rob Day

*The SAM Observer July 2008*

*Page 8*

# We've All Lost a Tosser

Having met Tosser 1 (Barry Lewis) not long after moving to Suffolk, it was some years later that through S.A.M. I met Trevor Mayhew and at that time was unaware he was also a Tosser. Trevor, then on a CBR600, was Simon Tipper's first Associate, so I went along to oversee Simon's first encounter with a **real** Associate. I only rode with them up to Simon's first briefing stop. It was enough to see Simon was very professional and that by drawing an experienced motorcyclist like Trevor he was assured of a test pass with his first Associate.

Trevor remained a member of S.A.M., joining breakfast and chip runs when his job as a taxi driver allowed.

Some 6 years ago I bumped into Trevor and like you do said "ain't seen you for a while Trev". "No" he replied "I've not been too well". Well, having a heart transplant was enough for Trevor when, on his full recovery, he rode the 4 points of the UK and raised £1000 with the help of Tosser 1 to be split between Addenbrooke's Hospital and Cancer Research.

It was the arrival of Gordon Chadwick at S.A.M. who, being a BEMSE race marshal encouraged several S.A.M. members to go along for marshal training with BEMSE. Much to my surprise the 2 Tossers signed up for this. It didn't take long for the Suffolk Tossers to win a place in the hearts of the BEMSE marshals with their wit, jokes and piss taking. The Tosser label soon spread and there are now Northern and Southern Tossers among the BEMSE marshals.

Trevor lost his battle with cancer only one week after returning from marshalling at Croix race circuit in France.

I've met a few Tossers in my time, but none that can replace Trevor.

Rest in Peace

Trevor Robin Mayhew

1949-2008

Footnote

When Tosser 1 had a hang gliding accident in Morocco it was taxi driver Trevor waiting at Stansted with his board saying "Taxi for Mr. F. Tosser".

Keith Gilbert

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# 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.

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SUPERBYKE



# Caption Competition



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.

---

June's caption was of Keith Wright, John Sillet and Simon Phillips wearing reflective vests whilst marshalling at last years Eastern Lights rally.



The winner was Keith Gilbert with:

**“Hear no evil. See no evil. Done plenty of evil”**

---

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 the East Anglian Air Ambulance.

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

<http://sam.spreadshirt.net>



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

# 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, for a couple of hours on any of the following Saturdays:

August 23<sup>rd</sup>  
September 6<sup>th</sup>

then please contact John Sillett on 01473 219488

## **Rapid Training Track Day**

Rapid Training Track Day at Cadwell Park on Monday 4<sup>th</sup> August. These trackdays are very popular and there may not be any places remaining. For full details please see the March edition.

## **ELAM Road Based Circuit Training Day Folembay, France 9<sup>th</sup> – 10<sup>th</sup> August 2008**

East London Advanced Motorcyclists (ELAM) have arranged a days road based circuit training at the Folembay circuit, crossing the channel by ferry. For full details please see the April edition.

## **Hints and Tips Breakfast Run**

Due to the success of the previous Hints and Tips Breakfast Run, Karl Hale has planned another for Sunday 24<sup>th</sup> August. Full details of meeting place, times and route will be provided in the August edition.

# July Chip Run

**Thursday 31<sup>st</sup> July – Rickinghall /  
Botesdale Chippie IP22 1BT**

**Meet at Tesco Stowmarket at 6:45pm**

Leave Stowmarket on the

**B1113 Old Newton / Finningham**

**X the A143 into Rickinghall,  
T/R at T junction**

Carry straight thru, chip shop is on the **right** at far end of village.

# August Breakfast Run

**Sunday 3<sup>rd</sup> August – Local Cafe, 10 Broadway,  
St Ives, PE27 5BN**

Ride co-ordinator Ray Spreadbury

Meet at **Tesco Stowmarket at 9.00 am**

Leave Tesco and join **A14** in a **West** direction signed **Bury St Edmunds, Cambridge** etc

After **4 miles** leave at the **Woolpit/Elmswell** turn off, **R/T** & **cross over the A14** and at **R/A** take **1<sup>st</sup> exit, A1088** signed **Norton, Ixworth**.

Pass thro' **Norton** and soon after entering the 30mph for **Stowlangtoft, T/L** on **unclassified** road signed **Pakenham**.

Follow road thro' **Pakenham** and **T/R** at **T junction** then after **100yards**, **T/L** onto **A143** direction **B.S.E.**

After **¼ mile** **T/R** onto **B1106**.

Continue on **B1106** for some miles

At **1<sup>st</sup> R/A** (A134) take **2<sup>nd</sup> exit** to **B1106**

At **2<sup>nd</sup> R/A** take **2<sup>nd</sup> exit** to **B1106** signed **Fornham All Saints**.

Go into village and at **first mini R/A**, **T/R** onto **A1101** signed **Mildenhall**.

Follow road some miles to **R/A** (A11), take **2<sup>nd</sup> exit** **A1101** signed **Mildenhall**.

Go into Mildenhall centre and take **L/T** **B1102** signed **Fordham**, (& later signed **Ely**).

Pass thro' **Worlington**, **Freckenham** and into **Fordham**.

At **T junction** **T/R** (old A142) signed **Soham & Ely** and follow road **1 mile** to **R/A**.

At **R/A** take **2<sup>nd</sup> exit** **B1123** and thro' **Wicken & Stretham**.

At **R/A** (A10) take **2<sup>nd</sup> exit** **A1123** signed **Wilberton & Huntingdon**. Go thro' **Wicken**, **Stretham**, **Wilburton**, **Haddenham**, **Earith** and follow **A1123** to **St Ives**.

Go straight over **2<sup>nd</sup> R/A's** and at **traffic lights** **T/L** to **Town Centre**. (There are several ways to the centre)

The **Local Café** is right in the town centre (The Broadway) by a **mini R/A** and a **pillar/column type monument**.

(tel: 01480 469281) There is parking in the Broadway nearby.

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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# So You Think You Know .....?

## John Van-Eyk



Last month I had a memorable week in Holland along with over a hundred of my 12 year old children (remember I'm a teacher, not a record breaker). So when I noticed one of our observers was called John Van-Eyk, I decided to see if there was any connection.

John, 60, was indeed born in The Netherlands (irresistible teacher moment...you will be interested to know that Holland is only a district of "The Netherlands" comprising just two provinces of the country). He still visits family living over there, but moved to the Colchester area when he was about 3 years old. John's father was Dutch, so he does know a few words of the language but isn't fluent in his native tongue.

In fact John has lived most of his life in the Colchester area and shortly after leaving school became a painter and decorator. It has been his livelihood ever since and remains his trade to this day. John's the boss as he works for himself and has most recently been happy to take contracts working in Newmarket and Stowmarket, part of our own sunny Suffolk.

John's second emigration took place about 5 years ago when he crossed the border and moved to Needham Market. When I asked him why, he said "to marry my ex-wife again". He later explained how this all came about. It seems Yvonne needed a few jobs doing in her house (ie painting and tiling, etc), so she spoke to John and asked if he was available. I don't know how the pair of them translated that, but the course of true love ran smoothly and they finally tied the knot this March.

John's interest in bikes began with a BSA Bantam 150 when he was about 15, largely thanks to his Dad. Apparently Dad crashed it, so John repaired it and took over. This was followed by a BSA C15 (250cc) which he sold and then replaced with his brother's. John took his test on his next bike, an Aerial Arrow (250cc). On the way to the test his throttle cable broke and although he was enterprising enough to ensure it was fixed, he was failed for being too late. Undeterred he swiftly passed at the 2<sup>nd</sup> attempt as bike tests were affordable in those days.

More bikes followed with a Triumph Tiger 90 (350cc) which he stripped and rebuilt, then a Velocette Venom (500cc single) for £20 which came in a box. This was famous for its fish tail silencer, but John didn't have one so made do with a noisy exhaust. Next came a Reliant Robin 3 wheel car which lasted less than 24 hours as John flipped it over going round a corner. Old habits die hard, so he reverted to a Triumph Daytona 500 instead.

When John had a Yamaha FZR400 he thought this was a pocket rocket which could kill him, so took an interest in the Essex IAM group and subsequently passed the test on a Yamaha Fazer 600 in 2003 (the framed certificate still hangs on his wall). Now John rides an Aprilia Caponord ETV1000 and covers around 7000 miles annually.

One final story; when John took Yvonne to France for two weeks on the back of his Suzuki RF900, they stopped in Colchester where Yvonne caught her heel in the kerb and fell over backwards. He described it as comical, although poor Yvonne moaned a bit at the time and throughout the next fortnight. Back in the UK a visit to hospital revealed a broken bone in her wrist which had already started to heal, happily in the right place. So she got told off and I didn't find out what was said to John. I will say that from what I've heard, John you're lucky to have Yvonne and if that's not true, then I'm a Dutchman.

*[Words by Nigel Hydes]*

# Motorcycle Dexterity & Control Days

(a.k.a. Slow Riding Days)

For every motorcycle spill that makes the local papers, there are many more which never get much publicity. How many of you in your time riding have never struggled to keep your bike upright while manoeuvring in a parking area, or had to take a big dab with either foot while negotiating queues of commuter traffic? Not many (if any). Very often in these situations the rider grabs a handful of front brake, shortly followed by the resulting sound of expensive plastic and metal making contact with the ground.

The SAM MD&C Days give you the opportunity to practice the art of riding a motorcycle slowly, and to learn the techniques that will help you do it.

This year the venue will be the playground of Sidegate Primary School, Sidegate Lane, Ipswich. (Map in the Calendar on the SAM website). Please bring a drink and something to eat as we will have a break (and there are no cafés nearby).

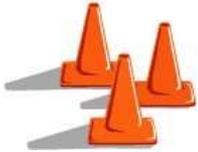
Saturday 26th July  
Sunday 24th August  
Saturday 20th September

All days start at 9am sharp,  
and end 12:30 – 13:00 depending on numbers attending

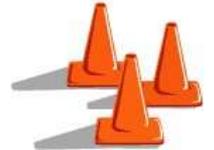


# June Slow Riding Day

The June Motorcycle Dexterity & Control Day was presented by Paul Bryden and Karl Hale. The attendees being Bill and Rosina Dunham, Jerry Reynolds and John Sillett.



The winner of the slow riding race was Jerry Reynolds.



And the winner of the how many people can we get on one bike competition....



Bill Dunham



(No bottle of wine though as this sort of behaviour is discouraged by the IAM)

Info supplied by Karl Hale.

# The IAM National Motorcycle Conference 2008

Well I hope the above title hasn't made you turn the page. If it has then you won't be reading this anyway!

It was my pleasure (no really), to attend this year's Conference at Warwick University on Saturday 28<sup>th</sup> June 2008. I'd attended the 2007 Conference and so knew a bit about what was likely to come.

No nice Danish pastries to accompany the welcome coffee this year, but it all started on time with a welcome from Dave Shenton, the IAM Group Support Manager who was our Chairman for the day.

The first speaker was our new Chairman, David Kenworthy, an ex-police officer who has been in the job for less than a year. David went straight for the throat by saying that the IAM is going to get more aggressive with Government and become a Road Safety lobby group. Amongst the things he wants to see, is a review on using speed cameras (less of) and education of poor road users (more of). However he also mentioned that for the first time in over a decade, membership of the IAM has fallen. However, motorcycle membership is bucking the trend and is still increasing rapidly. Motorcyclists represent 14% of IAM membership, yet 35% of all new applications are from riders! David wants to see new ideas for making membership more attractive to the masses. He welcomes ideas like the track days and is willing to listen to anything from the membership to make the IAM more attractive to non-members. I have his email address if you want me to pass your ideas on!

Then Karen Cooke who is the Motorcycle Safety Manager for the Motorcycle Industry Association spoke. Her message was generally optimistic but she did say the Government is putting pressure on the motorcycle industry for being the only road user group not to see accident levels fall. (In fact they have been rising!) However the industry's view of the IAM has changed. They now welcome us, as they see better rider skills as the only way to prevent Government anti-motorcycle legislation. Dealers and manufacturers may be friendlier towards us in the future!

Then it was the turn of Geoff Hill, IAM member and intrepid motorcycle explorer. It's a shame that Geoff is based in Belfast, because he'd make a

superb Groupnight speaker. The whole room was in fits of laughter. Geoff has had motorcycling disasters all over the world, from running out of petrol in the most dangerous bandit country in Pakistan to crashing at 60 m.p.h. a hundred miles from the nearest hospital or garage in Colombia. I'll email him anyway just in case he's passing through Suffolk sometime.

Next Dr. Alex Stedmon (also an IAM member), described how the University of Nottingham is producing a motorcycle simulator to find out how a rider's brain works (or doesn't work), during riding. Early days yet, but I wouldn't mind riding the Triumph 675 simulator.

Finally before lunch, awards were made. Sorry to say SAM didn't get any awards, but I think that there are so many things we do well but don't shout out about, that next year we should be up there! I'll make sure our Publicity Team gets onto it.

After lunch (not as nice as last year's), we got to hear how IAM Head Office are working for us....no really.

We had a presentation of an Excel database used for membership records etc. A bit beyond me, but I now know where to find a copy, should our membership secretary/observer allocator wish. We also had a group present their latest version of how to brief a new associate. I must be careful what I write here, as I know it's possible for said group to find this on the Internet...but if I were a new associate and this was used on me at the first meeting with my Observer...there would not be a second one! I know it was just after lunch, but I had to stick pins in my eyes to stay awake (not true), but SAM Observers are much better. Derek, can I put you up for a presentation next year?

Finally there was a carefully controlled Open Forum. The only real moment of dissent was a south London group proposing that associates be allowed to attend Conference. This proposal was defeated by the Old Guard, who don't like idea of what they consider "dumming down", but didn't our Chairman say he wanted new ideas?

The best part of the event was chatting to members of other groups over lunch and coffee breaks. I've got a few ideas I'd like to follow up and hope to tell you about them soon.

Martin Andrew



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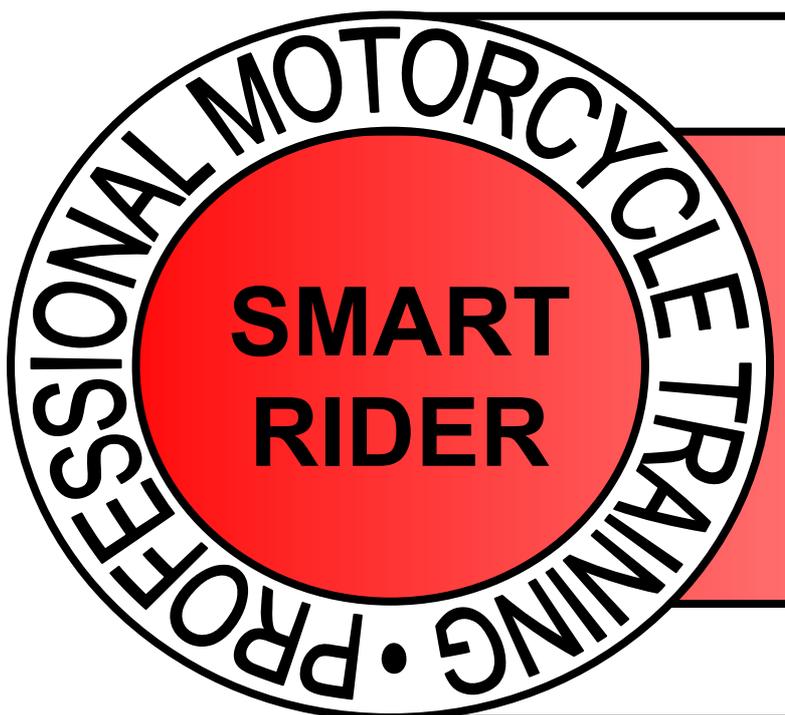
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# Hints & Tips Ride to Posh Pigs 21 6 08

When Rob Day outlined an idea to use Breakfast Runs to give feedback to Associate & Full Members on their ride, there were mixed feelings. So when Karl announced that he was organising a 'Hints & Tips Ride' I wasn't sure how many riders would attend. Add to this a wet, dull morning with rain forecast for most of the day, & I was amazed when we arrived at Tesco, Stowmarket to see more than 30 bikes in the car park!

If you weren't there, you missed a great ride out (there are feedback forms to prove it too!). First there was a briefing for the Observers, who then briefed their groups, explaining what was expected on the ride & how any feedback they had was going to be delivered (to the group rather than to individuals). I really liked being able to meet members of the group I was going to ride with, as often on rides, I have no idea who I am riding with & can't recognise them again! It was also a really good way to meet members who I didn't know & enabled a mix of Full & Associate Members in each group.

As we left the car park, it was raining, & I was wondering what I was doing (those of you who know me will know that I don't usually ride in the rain, that's what I have a car for!), but I soon settled into the ride & was surprised when we reached Laxfield, for the first debrief, at how quickly the ride had gone. Our Observer (Chris Smith) initially asked for our feedback on the ride so far, & then gave us his observations. This also encouraged discussion in the group about a variety of subjects (especially the use of off siding to improve the view, & different cornering techniques).

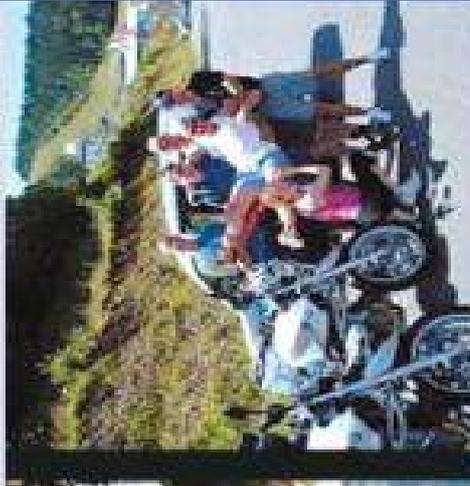
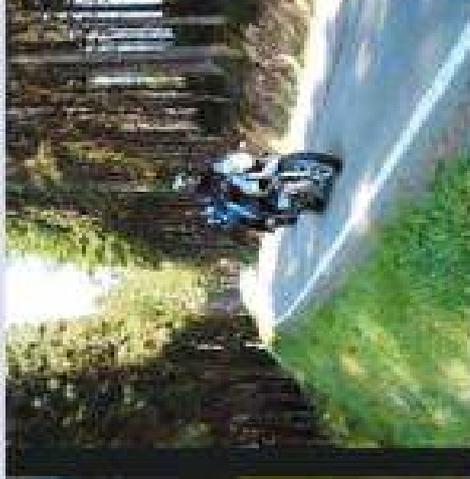
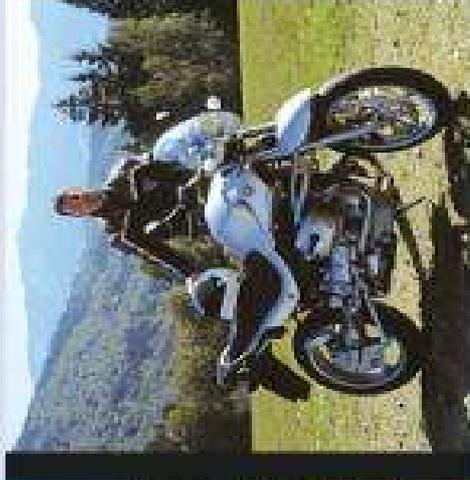
On the second part of the ride we found some dry roads, great bends & the opportunity to consult the map when we found a 'road closed' sign! We finished at Posh Pigs Café in Beccles, for a final debrief & a welcome breakfast. I spoke with several other riders who also said what a great ride it had been & opportunity to consider different aspects of their riding. If you weren't there you missed an excellent ride (& hopefully if / when there is another one, you will come too).

A huge Thank you to Karl & the Observers who gave their time & expertise to support the day.

Deirdre Malin

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# Write To Reply

Dear Steve

Just Having a moan, I've been a Bennetts customer for the last ten years never even thought of changing until now.

Eighteen monts ago I had a Honda Shadow which was on a Honda Policy when I changed my bike to a Honda X4 1300, Bennetts said that I would have to cancel the Shadow and start a new policy because the X4 was an import, so I had to pay £30 cancellation fee, lost 10 months of my No Claims Bonus and start the new policy.

I kept the X4 until now and last week bought a V Max. Rang Bennetts:

Please can I change insurance from the X4 to the V Max.

Sorry but you will have to cancel the Honda Policy and start a new one for the Yamaha.

Why?

Because the X4 is on a Honda Policy.

No its not its an import and you told me when I bought it that the existing policy was no good because the X4 was an import and not covered by the Honda Policy.

Ah yes but when your renewal came up we managed to get the X4 covered so now you'll have to cancel it, loose six weeks of your remaining cover loose whatever no claims you have plus pay £30 cancelation fee.

Des Ja Vous Same s#\*t different day. Thanks Bennetts for ten years of Loyal Service.

Graham Havelock

By letter to the editor

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# Ed's Soapbox

Welcome to the July edition of the SAM Observer and our new venue.

Thanks to Rob Day and Keith Gilbert for their kind and humorous words, albeit under sad circumstances. Thanks also to Graham Havelock for his letter of compliant, Deirdre Malin for her 'Hints & Tips Ride' article and Martin Andrew for his additional 'IAM National Motorcycle Conference' article.

A big thank you also goes to John Sillett for being a great sport and agreeing to allow the picture of him in the Caption Competition. The photo was actually taken 10 seconds before he said, "You better have your handbag back, I don't want a picture ending up in the caption competition".

Cheers  
Steve

P.S. 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.

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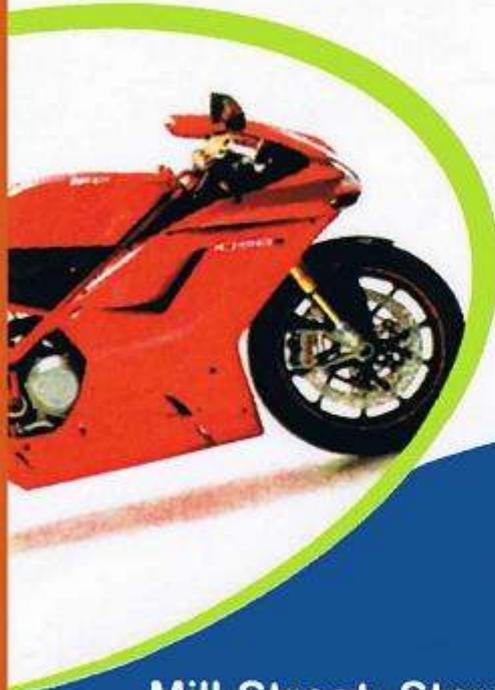
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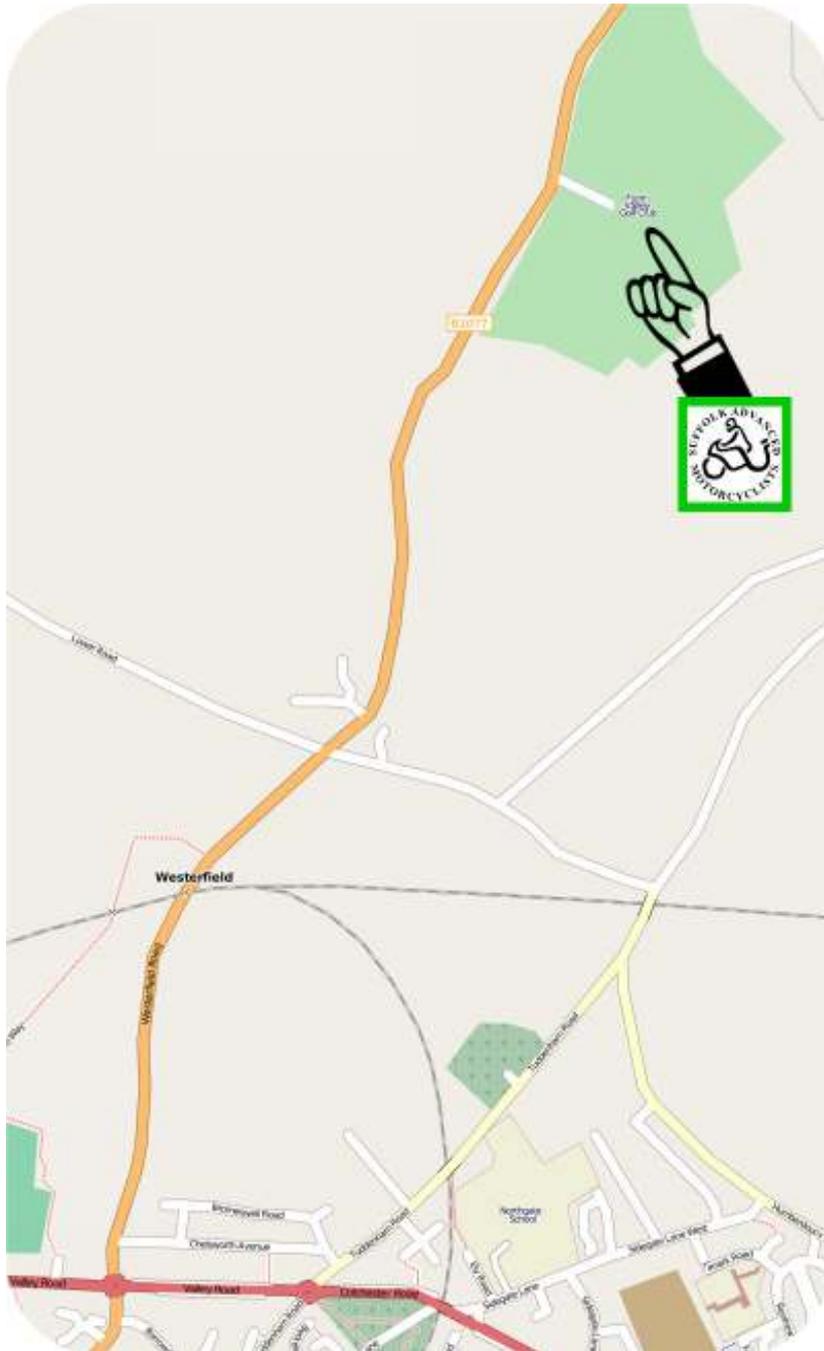
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# Our Venue

Group Nights start at 7:30 pm on the third Tuesday of every month at The Valley Restaurant, Fynn Valley Golf Club, Winesham.

All facilities, including bar and restaurant are available from 6pm.



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# 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 24 <sup>th</sup> July	Roadcraft Theory Night – Conference Room Fynn Valley Golf Club 7:30 pm
Thursday 31 <sup>st</sup> July	Chip Run Rickinghall / Botesdale Chippie IP22 1BT
Sunday 3 <sup>rd</sup> Aug	Breakfast Run – Local Cafe, St. Ives
Monday 18 <sup>th</sup> August	Group Night – Mike Wynn, Headlynz Fynn Valley Golf Club 7:30 pm
Thursday 21 <sup>st</sup> August	Roadcraft Theory Night – Conference Room Fynn Valley Golf Club 7:30 pm
Thursday 28 <sup>th</sup> August	Hideout Leathers Open Evening

## Membership Fees for 2008

**Full Member £15.00 (£18.00 in 2009)**

**Associate £109 - Skills for Life**

**(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 friend or colleague of a group member. The Newsletter is not included in this price

**Joint Full Members £18.00 (£21.00 in 2009)**

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

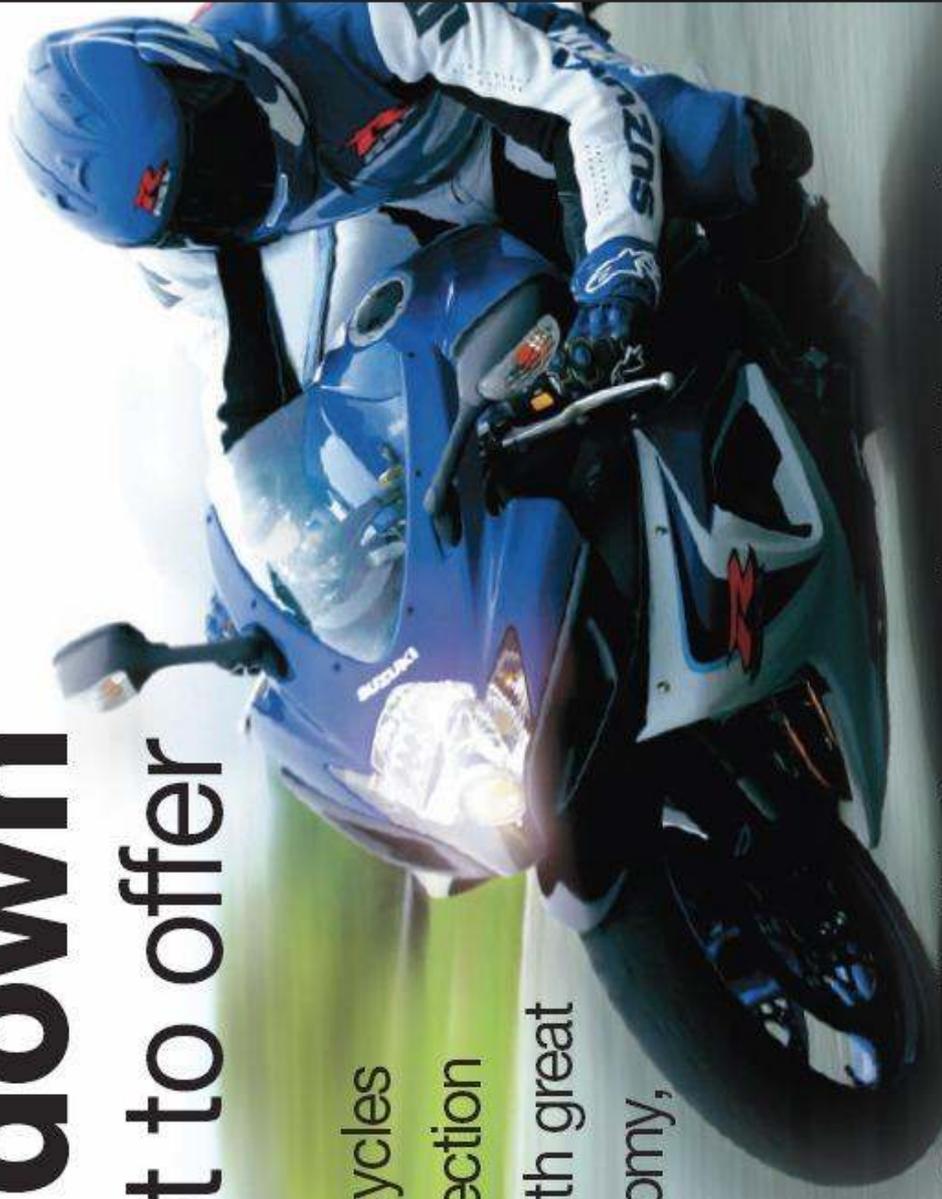
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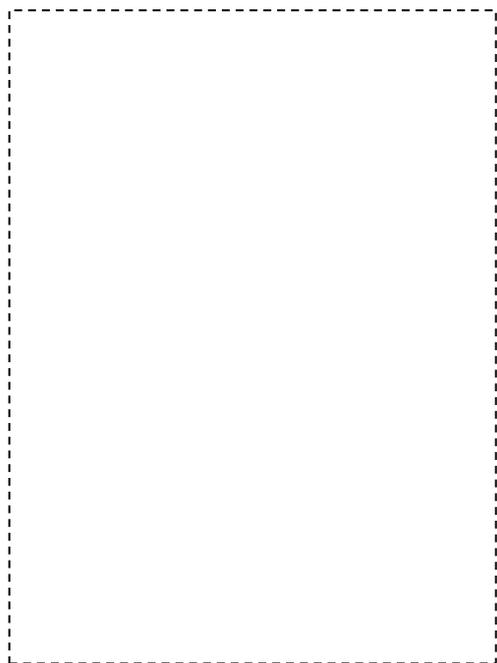


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