

The SAM Observer

March 2018



Registered Charity No. 1067800



IAM Group No. 7219



The cover photo was taken by Mike Roberts and is of the Kawasaki z900RS reviewed by Mike Roberts in the magazine.. Mike Roberts did the cover picture editing and graphical work.



YOUR COMMITTEE

No Calls After 21:00 Please

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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

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CHAIRMAN'S CHAT



A very warm welcome to the March edition of the SAM Observer.

I'd been thinking that this Winter has been a relatively long and cold one, then the snow arrived, in bucket loads. I travelled to the South coast (on four wheels) for the first weekend of this month only setting off having checked the forecast, road conditions and near real-time traffic flow on Google Maps. Road conditions became a little tricky around the West side of the M25 due to a build up of slush, requiring a significant

reduction of speed. Further South on the A3 conditions improved but I did see a couple of abandoned motorcycles as well as cars, their riders and drivers probably having been caught out by the heavy snow fall the previous day. I hope they all managed to reach their destinations safely.

Last month's group night was dedicated to the AGM which was followed by a celebration of the group's and individual achievements over the last 12 months. We were joined by distinguished guests, IAM Examiner Ian Maxwell and Gill Arbon. More details on Gill's participation in the celebrations to follow. As well as reviewing last years AGM minutes and accounts the AGM proceedings saw the formal additions to the committee of: Rob Baker, Zoe Lee-Amies, Derek Barker and Steve Cook. Vicky Smith has stood-down but is going to continue as Buddy Co-ordinator in a Committee Support role. The officers of the group stood-down and were duly re-elected; namely Les Steggles as Secretary, Bryan Duncan as Treasurer and myself as Chairman.

Special thanks go to Karl Hale who has lead the Observer team in the role of Chief Observer over the last 3 years and in particular through the transition of IAM training material standardisation, from 'Skills for Life' to the 'Advanced Rider Course' and the IMI (Institute of Motor Industry) certification of all Observers. His efforts and those of the Observer Corp being reflected in the 33 test passes achieved over the last 12 months.

Following the AGM individual trophies and awards were presented, starting with a bouquet each for Susan Smith – Associate Coordinator, Sara Hale – Admin

Support and Linda Barker – Membership Secretary for their efforts supporting the group over the last 12 months. See page 2 & 35 for photos.

The Gosden Trophy was presented by Karl Hale (as Bob couldn't join us) to Trevor Read for his grit and determination in achieving test standard and with a FIRST on the day to boot.

The Rob Day Trophy was presented by Rob himself to Dean Harris for his outstanding performance as the most recently qualified Observer.

The Maddock Trophy was presented by Derek Barker (as Jenny couldn't join us) to Linda Barker having been chosen by the Committee for her outstanding contribution to the group.

You may have heard me ask for suggestions over recent months for a potential addition to the SAM awards / trophies line up. After some debate with the group, Gill Arbon has donated the 'David Arbon Ride Leader of the Year Award' in memory of her late husband, active SAM member and friend to many of us. Many thanks going to Paul Newman for his words about David and for formally accepting the award on behalf of SAM and to Gill for presenting the award for the first time to it's worthy recipient, Dean Harris for the outstanding effort he has put into the planning and running of the groups social rides.

This year I chose Giles Arbon as the recipient of the Chairman's Trophy. He received his test certificate at last year's AGM, has since joined the committee and has put himself forward as Vice-Chairman this year. Not only has Giles' enthusiasm stood out to me but also his willingness to take on the responsibility for organising and executing major events, such as the motorcycle parking at the Copdock Classic Motorcycle Club's show.

A big Thank You from me to everyone that contributes their time and effort, voluntarily in helping the group operate and achieve it's objectives.

This month's group night guest speaker is Mr Fahmy, a Consultant Ear, Nose & Throat Surgeon, who is going to give us a talk on the risk and effect of hearing loss associated with motorcycling. See you there.

Cheers

Steve

NEW ASSOCIATE MEMBERS

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

Ian Leedham Dean Austin Mark Newbould

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

IAM TEST PASSES

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

Aidan Lusher his Observers were Derek Baker and Mike Roberts
Aidan joined us as part of the Young Rider Scheme

Fred Sparrow his Observer was Matthew Barker

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



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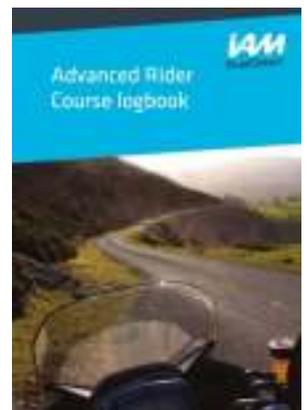
SAM THEORY EVENINGS

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 the Advanced Rider Course Logbook.

Each session covers one of the four main topic areas;

Overtaking Planning & Positioning
Gears & Acceleration Cornering

Mainly aimed at Associates going through the 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 Advanced Rider Course.

Derek Barker

SAM Chief Observer

THANK YOU

As Felix our beloved editor is always asking for articles (honest I have written some before!) I thought I would put pen to paper so to speak.

Having been a member of SAM for sometime and volunteering to run publicity way back when and being a ride leader, the last few years have seen changes in our lives which have taken it in other directions with not much if any motorcycling (yes I know some of you are probably screaming what is wrong with you).

So the SAM AGM was the first outing I have undertaken for sometime, maybe a few years. Karl had requested I go as he was stepping down from his 3 years as Chief Observer. A role I have not envied having seen what went on behind the scenes (tears, tantrums, lots and lots of computer work) and the various expletives used when the wonderful new IMI system came into effect. Being a technical buffoon, apologies Karl, like myself had to convey it all to the observer team making it as clear as mud!

The AGM is nice because it is the time of year when so many hard working members are awarded trophies for their efforts towards running the club. Something I whole heartedly support (having received a trophy myself) you realise people do appreciate your efforts. Without these extraordinary people the club would not run at the level it does, from committee members, observers, ride leaders, promotions, you get my drift.

At the meeting I was astounded to receive a beautiful bouquet of flowers (along with Susan Smith and Linda Barker) from the committee for my admin efforts to the observer and ride leader teams. So the point of this article is to say a big thank you for thinking of me and appreciating my efforts it really does mean a lot.

I understand special thanks need to go to Trevor Read who chose our wonderful bouquets I think you may have found another calling Mr Read!

So on this note if all you have ever done is attend rides or group nights give volunteering within the group a go. It does not matter how big or small the role your help is always needed and it is certainly hugely rewarding and you will make some good friends along the way.



Sara Hale

SAM'S CHIEF OBSERVER

As you may have heard, at the February AGM I was elected as SAM's Chief Observer for the coming year.

My first job as Chief Observer, apart from doing the new member briefing at the AGM, is on behalf of us all, thank Karl for all his hard work in support of the Observer team and SAM over the last three years. The achievement of IMI for all the Observers has put us in good stead to move forward helping even more people become advanced riders. Karl is remaining part of the team as a National Observer, for the present, but taking a well-earned break for a while.

I don't intend to change anything, as I think the Observer Team is working extremely hard and well. The standard of people we are taking through the IAM Roadsmart training process is high, with good feedback from Associates and our Examiner.

I hope you all feel you can contact me if you need support or advice on your riding or training, or indeed any other member of the Observer Team, our contact details are in the magazine or on the website.

My second job was to make a start on the very popular Karl Hale brain child, the Chiefs Challenge, something I know all members, who have taken part, enjoyed over the three years it's been running.

The point of the Chief's Challenge is for you as SAM members to go out and ride your bikes over summer instead of letting them gather dust or just meandering with nowhere particular to go, riding the same old roads. This challenge will give you destinations for your ride and take you to different parts of the county on roads that you may not know exist let alone have ridden along before.

To top it all it is FREE to enter, yes I said FREE to enter. You can do this challenge on your own, with someone else or in groups. You can ride or even be a pillion. On successful completion you will qualify for a special commissioned prize and at September's group night your name will be put into a prize draw with a chance to win a number of prizes, the main sponsor of which for the coming year, will be Orwell Motorcycles in Ipswich.

More details in next month's magazine, in the meantime get those winter stored bikes out of the shed in readiness!

My third job was to think about how we could improve the standard of riding within SAM having been on a few social rides last summer; I was not totally impressed with all the riding I was seeing. This sounds a bit harsh but it's easy for all of us to let standards slip, so I urge you to read the article entitled "Continuous Training" that follows written and sent to me by Giles Arbon, this embraces my sentiment exactly.

Derek Barker

Chief Observer.

CONTINUOUS TRAINING

We are all aware that one joins the club/IAM to "pass" an advanced test and be called an Advanced rider, but really can you still call yourself an advanced rider?

As with everything in life there are levels of competency with those of us always being keen to progress onto the next level of attainment. When one passes an advanced test it is not, and should not be, the end of our learning in advanced motorcycling.

Some of us decide to become Ride Leaders and undertake the extra training that requires. It takes skill to lead a group of motorcyclists especially those of different levels and the training available via SAM gives, one could say, the next step up the advanced ladder.

Then there is the opportunity to become an Observer. This is certainly the next step up the advanced ladder as one needs to be proficient in advanced riding and have the spare capacity to 'observe' others. This is further extended by National Observer which develops and tests ones advanced skills to another level.

But one does not need to undertake these to continue your development IAM also provides you with a way to continue your development as an advanced rider. You could retake your test in an attempt to gain a FIRST, join as a Fellow member, or complete a Masters. All levels of membership allowing you to develop and prove your skills without the need to commit to volunteering to train others.

SAM also provides a way for you to develop and maintain your advanced skills that not as many as we would like of our members take advantage of, REFRESHER TRAINING.

How many of us can honestly put our hands up and say we could pass the test as we ride now? Many of you might say well I passed and that's all that matters and maybe IAM is to blame for this as unlike ROSPA one does not need to 'prove' one is still at an advanced level, which is probably why IAM have developed the fellowship membership level. The IAM fellowship membership costs more in annual fees every year but you do get a regular retest as part of the deal. Within SAM you can have a refresher ride for the standard £10 donation to the observer.

From my short time with the club and passing I have realised that even though I passed my skills are definitely at the very low end of advanced riding! I have used the services of my observer after my test to check me when I had a confidence crash.

SAM is not just a motorcycle club it is meant to be an advanced motorcycle club and to constantly push to improve safety of motorcyclists in the region; this is not just for new members trying to attain their 'advanced' pass but also for the full members.

We have a great body of observers, local and national and they are willing and able to provide continuous training to you all.

So my challenge to you all this year is, if you passed more than a year ago, to undertake some refresher training. This can take the form of attending the Hints and Tips please see page 14, or the article on the SAM Forum.

<http://www.suffolk-advanced-motorcyclists.com/forum/viewtopic.php?p=5623>

For one to one sessions it's easy to book just contact Susan Smith assoc-coord@suffolk-advanced-motorcyclists and an observer will be allocated to you. Please be patient with these requests as if demand is high we will always prioritise our new associates.

Impress me and let's get at least 50% of the membership undertaking some form of retraining in 2018! I'm going to!

Giles Arbon

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HINTS AND TIPS RUN 2018

Diary Date:- 09.30 Saturday 28th April 2018 **You Must Attend Briefing**

Meet Point:- A140 Beacon Hill Services

End Point:- Alder Carr Farm Café, Needham Market

Contact:- Sara Hale

Invitees:- All welcome, members, associates and non-members, pillions welcome

What next:- Book a place (to help us plan the event please book in advance if you can) This year's Hints and Tips Ride is early in our calendar as we are hoping to attract riders as they start the 'biking season'. This annual ride is organised by the Observer Team and offers the chance to review your own riding skills. It's great way to learn in an informal and relaxed approach as well as keeping up or gaining knowledge of advanced riding. Feedback-comments will be in small groups and given in general discussion rather than specific to one rider.

So as well as the usual things you would expect from a breakfast run, getting up early, riding great roads, chatting with likeminded people we hope you get a chance to refresh your skills and learn from each other. We will try and throw in something a little different with a prize gift along the way. Our route this year will follow mostly rural roads leading out into Mid-Suffolk before returning to Needham Market.

The circular route will take approximately 1hr 30mins of riding plus 2 briefing stops where riders will rotate in their group. A ride leader will lead each route so you don't have to worry about navigation, just ride and enjoy.

All are welcome, this is a chance for us all to promote motorcycle safety and the benefits of joining the group. So why not encourage a friend/neighbour/work colleague to join the session?

The Observers all look forward to seeing you there and hope you enjoy the morning ride.

Dean Harris

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Tel: 01945 585758 or 01945 582231
<http://www.worzals.com/BarGrill.php>

Meet at Stowmarket Tesco, **IP14 5BE** in good time for **09:00** Briefing and subsequent departure.

All riders must attend Briefing.

Ride Co-ordinator: Vini Evans

Join the **A14** westbound leaving at Woolpit to join the **A1088** to Norton.

Turn left just past the Stowlangtoft Pine Store onto Bull Lane, Through Pakenham to meet the **A143** at Great Barton.

Turn left then **right** onto the **B1106**, crossing over the **A134** roundabout.

Turn right at the next roundabout through Culford and Elvedon to Brandon.

Turn right at the traffic lights, along the High Street then fork **left** after the level crossing.

Pass Methwold on the **B1112** and join the **A134** at Stoke Ferry.

On exiting Wereham and going straight over the roundabout, look out for the turning to the **left** in under a mile that is signposted to the Recycling Centre. Follow this and join the **A1122** into Downham Market.

Turn left at the traffic lights then **right** towards the station – following signs – to rejoin the **A1122** to Wisbech.

Turn right on to the **A47** at the roundabout past Outwell.

At the next roundabout exit **left** and Worzals is 100yds on the **right**.

RIDE CO-ORDINATORS AND RIDE LEADERS

Ride Leaders and Ride Coordinators are the full SAM members that facilitate SAM social rides. In order to maintain and hopefully increase the club social rides, the club needs sufficient numbers to allow our much-loved breakfast, Summer Chip and Winter Saturday Jaunts to continue. If you are interested in helping the club, and helping yourself by becoming a Ride Co-ordinator and ride Leader, please contact Sara Hale to find out more information about one or both of these roles

RIDE CO-ORDINATOR AND RIDE LEADER

🏍️ David Wood	🏍️ Chris Nunn	🏍️ Glyn Hill
🏍️ Dean Harris	🏍️ Vini Evans	🏍️ Robert Baker
🏍️ Richard Ockelton	🏍️ Nick Braley	🏍️ Brian Ellis

RIDE LEADERS

🏍️ Ken Beckinsale 🏍️ Tim Wash 🏍️ Martin Drury

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.

CHIP RIDE

26th April 2018

Codfather

37 King Street

Sudbury, CO10 2EQ

Tel: 01787 882100

Meet at Morrisons Hadleigh, **IP7 6LB** in good time for **18:00** Briefing and subsequent departure.

All riders must attend Briefing.

Ride Co-ordinator: Dean Harris

Leave Morrisons towards the fire station roundabout.

Turn right onto Aldham Mill Hill.

At the T Junction **turn left** on **A1071**.

Take the **next right** on to the **A1141** signposted Lavenham.

Continue to Bildeston and immediately **turn left** on to **B1115** (Signposted Sudbury).

Continue through Chelsworth.

At the T junction in Monks Eleigh **turn right** onto **A1141** towards Lavenham.

At the T junction in Lavenham **turn left** on to **B1071**.

Pass the church on the right and then turn right at the junction on the bend (Bridge Street).

At T junction **turn left** on to **A134**.

After approx. 1 mile **turn right** on to **A1092** (Tourist sign Long Melford).

Continue through Long Melford, **B1064**.

At the roundabout turn right (3rd exit) onto **A131** (Signposted Sudbury/Long Melford).

Follow the one way system to the town centre keeping to the **left** of the church after the sharp **right** bend.

Just past the Codfather chip shop you can park on the Market Square on the **right** **CO10 2EA**.

BACK TO THE SEVENTIES . . . ALMOST

The GTR was booked in for another 8K service and MOT for the Monday morning. During the week before it had been treated to its annual ACF50 spa with All Year Biker East Anglia. It was returned to me all shiny and clean, and I then spent the next few days getting it filthy again! So on the Sunday, with it being lovely and sunny, it got yet another mini-valet from me.

On the Monday I get up and I'm greeted with pouring rain, mist and temperatures of 4-5 degrees. So time well spent cleaning it! I'd also pre-booked the Kawasaki z900RS as a courtesy bike and suspected I wouldn't be allowed out on it in such awful weather. However, despite me offering to get something else filthy, Orwells insist I take it out. Who am I to refuse?



After the usual paperwork I am shown the bike, and the only digital settings it has, which are two levels of traction control (to go with the ABS). I saw no reason to leave it set to anything other than the maximum. Looking at the z900RS it really does a great job of mimicking the bikes of the seventies with the

flat wide seat, tapered tail and chrome tubular handlebars with twin clocks nestling in the middle. The test bike is painted in a very nice scheme called Metallic Black Spark, though I do prefer one of the paint options that looks even more retro with the original Brown/Orange tank.

Once I've adjusted the traditional mirrors on stalks, I pull in the clutch and press the starter. Two things grab my attention. The first is the clutch action, which is so light you hardly feel any resistance, and secondly the deep burble that comes from the standard exhaust and airbox. It would have been nice to have the four pipes of the originals (and I'm sure some enterprising entrepreneur will oblige)



but the modern retro version has a 4 into 1 setup, finished in nice shiny chrome. Another move away from the original bikes is the use of cast wheels instead of spokes. I have to say I approve of this and the thin spoked cast wheels do not look out of place ... and are of course much easier to keep clean.

I leave Orwells on the unfamiliar machine in the pouring rain and I'm straight out onto the pot holed, grid locked roads, of Ipswich at commuting time. It's so easy to ride. It's light and nimble, and that light clutch action is very welcome while extensively filtering. I go off to the old dock area (sorry, The Waterfront) in search of a photo shoot location, negotiating some tricky turns and junctions with no problems at all. After taking some photos it's time to head across town and leave North Ipswich to find my personal test route of the B1078.

I've never ridden one of the original machines so can't compare, but the modern incarnation has been built to rev. The gears are very low and it will accelerate in all 6 of them. On the flowing B roads I was surprised to be able to get a nice rhythm going in 5th gear. The revvy nature, for me, seemed a little at odds with the retro image and marketing of the bike. However, with the bike able to pull in any gear it was very easy to ride and would be very forgiving to choosing the 'wrong' gear.

The suspension, upside down forks and a horizontal rear shock, did an excellent job of soaking up the bumps and kept the Dunlop Sportmax tyres in contact with the road. Despite the conditions, the bike felt really planted and stable, and the plush-ness of the ride made me wonder if I should consider a suspension service on the GTR!

I stopped at the industrial estate at Wickham Market for a coffee and the bike drew some admiring glances. As I held the hot coffee mug in my frozen hands I again wondered why heated grips are not standard on all bikes.



I really enjoyed the ride on this modern retro and, as with so many of the machines I test, I would happily have it in my fantasy garage. I did give it a good hose down before taking it back to Orwells as I was too embarrassed to return it with half of the fields surrounding the B1078 on it. 😊

The specifications are: 948cc, 4 cylinders, 110bhp/82kw, 474lbs/215kg, ABS, traction control, slipper clutch. Price: £9,899-10,199 depending on colour scheme.

Mike Roberts

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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THE OLD BLACKBIRD

When I first joined the club and the IAM back in May this year I didn't really know what to expect from it all. I knew I wanted to improve my ability to ride the bike I just bought the previous December. I wanted to be confident, smooth and safe, motorcycling is a skill that needs to be practiced and retained and having been away for many years my skills were, and let's be frank here, a bit rusty to say the least!. So I knew what I wanted but I didn't realise just how much improvement I had the potential for. I've had 6 observed sessions now and enjoyed every minute. It's quite sobering when I look back already and realise just how much of a thinking rider I **wasn't** so I'm grateful for everything I've learnt already keeping in mind there is still a long way to go.

Riding at night and in the cold brings along a whole new set of skills to learn through the winter months so I'm trying to plan each week around possible sessions here and there when I can as I'm now working on joining dual carriage ways and roundabouts spending a lot of time up and down the A14 the timing is critical to get right when joining a dual carriage way but on the attempts when it all lines up correctly all the way back from the roundabout I get a great sense of achievement, for me it's a case of 'practice makes permanent'. Just as interesting, at the time of writing this, I'm looking forward to my first social ride, with the club breakfast run on Sunday 5th November it will be my first chance to ride out with advanced motorcyclists and it includes two of my favourite things in life Motorcycles and food !

As for the Old Blackbird I've decided to do carry out an intermediate oil and filter service myself using Genuine Honda parts and I'll put my own details in the service history documents. Honda recommends the oil is changed every 8000 miles which is too long in my opinion and it's now showing 4000 miles since the last major service. The engine used in the blackbird is a bored out, evolution of the fire blade engine from the 90's which meant it was possibly on the drawing board as early as the late 80's so new oil and filter at 4k it is.

I like bikes looking as original as possible especially as they and their styling start to age so the only real cosmetic differences on my bike are a lowered and re-shaped seat with a standard black vinyl cover that looks completely original until you park next to a standard bike and handle bar risers from a VFR800 FI this makes for a far more civilised riding position more enjoyable on longer 2hour plus journeys that I plan to do on the bike without being distracted by an aching back, I'll let you know how I get on with that as time goes on. It also has a pair of Beowolf exhaust silencers fitted which came with the bike when I bought it as well as the original Honda end cans. The Beowolf's don't look

anywhere near as good as the standard units as they're the wrong shape and size but are half the weight and they sound very nice really very nice indeed, they're not so much hooligan loud, no, they're more like "oh it sounds like there's a motorbike coming down the road id better not just walk out I think I'll use the green cross code instead " loud. I have also fitted a power bronze rear hugger as the old one looked like a mud flap off a skip lorry and I'm planning to remove and ebay off the old scot oiler system as the screen has faded and I never liked them anyway, they encourage the biker to assume the chain is taken care of and we all know where that can lead.

The big decision for me right now is what new tyres do I fit to the bike taking into consideration the long wet days ahead. It's got a pair of Bridgestone Battleaxe's fitted at the moment and they are ready for the bin. I've seen a lot of good reviews for the Michelin pilot 4 and the new Metzler tyres but the reality of it is, for me at my level of riding im sure they are all much the same so I will lean towards the tyres with the best wet road capabilities as it's a heavy old bike with no ABS and 160 odd bhp so maybe it isn't such an agonising decision after all as it will only take a couple more weeks and I'll start to lose my confidence in the wet something that a "thinking" rider shouldn't have to be distracted by.

Roy Cribb

TO ALL SAM ASSOCIATES.

Motorcycle Dexterity & Control Days (a.k.a. Slow Riding Days)

The Observer team in 2018 will again be running Motorcycle Dexterity & Control Days just for associates (plus a training event for Observers).

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. Motorcycle Dexterity & Control 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 dates are:

March 25th Sunday (Observers Only)

April 22nd Sunday

May 19th Saturday

June 17th Sunday

July 21st Saturday

August 19th Sunday

September 22nd Saturday

All events start at **09.00 SHARP** and the venue will be the playground of Sidegate Primary School, Sidegate Lane, Ipswich. IP4 4JD

It is strongly recommended before you attend one of SAM's Dexterity days, you inform your Insurance Company that you intend to practise slow speed machine control in a school playground off road on tarmac, ask them to confirm that you will have full cover for this activity.

Numbers are limited to these events to 12 per session so please book early by E-mail to karlsarahale@btinternet.com to guarantee a space.

NB. Please bring a drink/snack with you as there are no refreshment facilities on site.

BLUETOOTH AUDIO ON THE CHEAP

For many years now, I have used my trusty brick sized Garmin 2720 SatNav, listening to the directions in my helmet. I did this via a pair of Panasonic HS46 headphones (with the headband removed), installed under the crash helmet lining, in the provided pockets. The SatNav and helmet were connected with a good old fashioned piece of wire, as the Garmin had a waterproof 3.5mm socket on its connecting lead.

Following the death of my SatNav, I dragged myself screaming up to date, and purchased a Garmin Zumo 345LM. My screams being caused by having to use the BaseCamp software, instead of Mapsource. The new Zumo SatNav does



have a 3.5mm jack socket, but using it makes the unit un-waterproof (another 'improvement'). So I needed Bluetooth ... but on the cheap! There are plenty of intercom solutions out there, including a collar for my Schuberth C4 Pro, but they are very expensive if all you want is personal audio. These units are £10-14 depending on the seller on eBay or Amazon. 😊

After a couple of false starts, this SZMDLX Bluetooth Receiver is the product I ended up with. My headphones plug into it (or ear buds if that is what you use) and I tuck it into the collar of my helmet once I've turned it on. You could also clip it on your jacket, on dry days only though, as it's not waterproof! The claimed (un-tested yet) 5-7 hours run time should be enough, though you could always carry a spare at this price.

Now many of you will know my dislike of Bluetooth as it is the standard that isn't standard. There are loads of flavours (and restrictive practices by the manufacturers). If you are looking for one of these devices, or something similar, you need one with the HFP (Handsfree) and HSP (Headset) Bluetooth profiles for the directions, and, if you must listen to music while riding, then the A2DP (Advanced Audio Distribution) profile.

A word of warning, similar devices may not work (what a surprise). I started with another product, and despite having the same Bluetooth specs, it would only work on first connection. On re-connection there was no sound. This device reconnects instantly with full sound. The only thing I don't hear, for some reason, is the click sound each time you tap the screen, but I can live with that. The only real downside is not being able to adjust the volume on the move, but as it is not deafeningly loud, it's not something I need to do.

There's an un-boxing/review on Youtube where you can see just how small these units are.

<https://youtu.be/1v1xZf4xKxA>

Mike Roberts



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EDITORIAL



Last month was the London Bike Show and as I have been hunting for a replacement helmet for about 2 years. Looked like a day out.

I find it very daunting as there are so many out there ranging from expensive to very expensive, but none of them shout value for money. So the show is a good place to ask all

the silly questions.

So on a cold and a bit frosty morning I left home at 8ish, filled up at Tesco's in Bury and joined the A14, A11, M11, M25, A13 and in to London, I have never noticed it before but there was an over powering smell of exhaust which was quite unpleasant.

Got to the show, free parking for bikes inside. I had pre booked my ticket which I had downloaded, but the chap at the gate told me that was not a ticket and I had to go and get the entry ticket... Give you all a good giggle. When I ordered my ticket I looked online and typed in London Motorbike show. The first entry which popped up was the London Bike Show, with a box, book tickets, so I did and then discovered it was the bicycle show.... ☹

I had a good look round and in the end had 3 possible helmets so I found a quiet spot and a quick google search and read of the reviews and in the end decided on the LS2 flip helmet. On the ride home it was much quieter than my old one.

Back the way I came and filled up at Sainsbury's before wending my way home.

Safe Riding **Felix..** Editor

Bowman's Barn, Back Street, Gislingham, Suffolk. IP23 8JH.

Tel: 07712649860

editor@suffolk-advanced-motorcyclists.com

THANK YOU

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

But..... what about the rest of you.... ☹

CLOSING DATE FOR COPY FRIDAY AFTER CLUB NIGHT

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

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

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

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NORFOLK ADVANCED MOTORCYCLISTS

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

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

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 Baker

<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: Dean Harris

<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

MARCH 2018

Saturday 17th Saturday Jaunt Greenstead Family Barns Cafe, **CO9 1QY**
Meet at Beacon Hill, **IP6 8LP** in good time for **13:00** Briefing and subsequent departure **All riders must attend the Briefing**

Tuesday 20th SAM Group Night. Announcements at 19:30 followed by Guest Speaker, Mr Fahmy, Consultant ENT Surgeon talking about the effects of motorcycling on hearing loss, Bar and restaurant serving all types of food/drinks including teas and coffees.

Thursday 22nd Theory Evening. Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich **IP5 1JF**. Come along and learn more about Roadcraft. **19:30**. This month's topic: **Planning & Positioning**

Sunday 25th Motorcycle Dexterity & Control, 'Observers Only' Sidegate Primary School, 292 Sidegate Lane, Ipswich **IP4 4JD**,

Saturday 31st Mototechniks Demo Day The SAM publicity team will be at this event along with some Observers taking out groups of riders on demo bikes.

APRIL 2018

Sunday 1st Breakfast Run, Worzals PE14 7DA Meet at Stowmarket Tescos **IP14 5BE** in good time for **09:00** Briefing and subsequent departure. **All riders must attend Briefing.**

Wednesday 4th SAM Committee meeting 19:30. Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich **IP5 1JF**

Friday 6th ~ Saturday 7th Safe Rider motorcycle workshop. Held at Suffolk Police Headquarters, Martlesham Heath, Ipswich. If you can help the Publicity Team on the Saturday of this event, please contact Glyn Hill on 07986-319163

Tuesday 17th SAM Group Night. Announcements at **19:30** followed by, Guest Speaker, Bar and restaurant serving all types of food/drinks including teas and coffees.

Thursday 19th Theory Evening. Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich **IP5 1JF**. Come along and learn more about Roadcraft. **19:30**. This month's topic: **Cornering**

Sunday 22nd Motorcycle Dexterity & Control, Sidegate Primary School, 292 Sidegate Lane, Ipswich **IP4 4JD**, Numbers are limited to these events to 12 per session so please book early by E-mail to karlsarahale@btinternet.com to guarantee a space. UK

Thursday, 26th First Chip Ride Codfather CO10 2EQ Meet at Morrisons Hadleigh **IP7 6LB** in good time for **18:00** Briefing and subsequent departure. **All riders must attend Briefing**

Saturday 28th Hints And Tips Ride 2018 Meet at 09.30, A140 Beacon Hill Services **All riders must attend Briefing**

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.



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