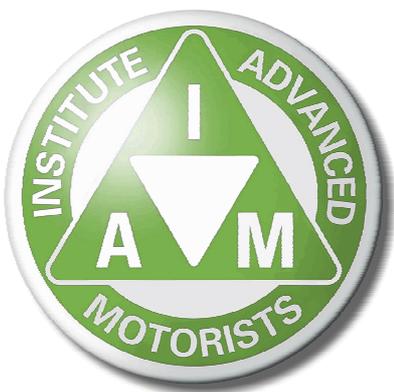


The SAM Observer



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No Calls After 9pm Please

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WEBSITE ADDRESS

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



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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 View



Hello and welcome to another months SAM, the first to be published by the new editor Steve Gocher. Good luck Steve.

Important Club stuff first - we are in need of volunteers for Hideout Leathers on June 9th. There is no need to be a full member, associate members can wave the flag and encourage others to join with their perspective on the club.

Any one who wishes to help out at Great Bentley please contact Phil Sells. Phil and other regular volunteers do a great job of promoting the club and would like some more help.

The Eastern Lights event is coming up on the 29th July and the organisers would like our help again as marshals and outriders. I'll give full details out on the next group night and anyone wishing to help out can give their name to the events members of the committee.

Speaking of events, we need more committee members to help out with events and publicity generally - don't be shy come and give a hand! We are also now collecting names for the First Aid course so if you're interested please let us know. We already have enough people for about half a course, cost will be around £45 each.

A couple of weekends ago I attended my first SAM riding dexterity day. If you haven't attended one yet then I urge you to get along to one, it was really great fun. Where else do you get a chance to improve your slow speed skills among friends and with experienced riders on hand to offer advice if required? Another great plus for me was to share with other club members different techniques and shout encouragement whether they wanted it or not! Most of the time we only get to use these skills either when filtering or in slow moving traffic, but on one of these days you can have a go at prolonged precise

practice. To see the constant improvement and increase in skill levels over such a short time is fantastic. So thanks to all who were there on the day I went.

Sorry to Phil (forgot your last name Phil) who patiently waited outside with me to see if any one turned up where in reality, they were all around the back of the school and had been for about half an hour! Not once did he say “Aren’t you supposed to be the chairman and know what is going on?” though he may have thought it and I wouldn’t blame him. Many thanks to Derek Barker and Mike Fox for organising the event and making the whole thing enjoyable for all those who attended and congratulations to the winner of the slow riding race on the R1, great fun was had by all. The school has asked us to point out that the whole site is a no smoking area.

On to other things - I was out last weekend with a friend of mine whizzing about over the great Suffolk and Essex roads. We had a great time Saturday and Sunday (lucky we weren’t riding Monday KC, really rubbish weather!!) One of the noticeable changes in driving habits is the amount that drivers now cut even the most gentle of corners. I think I counted on one of our rides about eight cars that were so far over our side of the road on left hand bends (to us, right hand bends to the oncoming drivers) that even with a huge safety margin left by us they were still very close.

One of the culprits was a coach driver who it seemed just couldn’t be bothered to put in the extra effort to stay on his side of the road. Unfortunately the closest shave was when I was in front, coming up to a fairly sharp left hand bend, a cruiser type bike came around the corner so far over our side of the road we nearly touched elbows. I think if he had had panniers on his bike he would have given me a decent shunt and my friend behind a heart attack. So please be extremely careful on left handers, there is a whole “Clarkson” generation out there taking racing lines on the road and not all of them are in cars!

Ride safely!

John

Secretary's Scribbles



Well since my last “scribble,” I’ve been in hospital for the long awaited knee operation and...nothing happened! I’m going to have to learn to live with arthritis, so perhaps you really might see me on a scooter soon!

Knowing that I have to brave the pain barrier (women reading this are now saying “If only he could experience child birth!”), I’ve been riding the

bike almost every day and I had almost forgotten the pleasure of bike commuting. No more waiting for the bus or sitting in the car in long queues of traffic wondering if there will be a parking space at the end of it. The only thing I miss is not having the MP3 player which I used to prevent people talking to me when on the bus or Radio 4 which is my constant companion in the car, (except when the wife and/or kids are with me, when it’s a fight between Radio 2, SGR and Kiss!) Has anyone successfully fixed a radio or MP3 player headphones into his or her helmet, preferably without wires? If so please write an article about it in the SAM Observer.

From time to time there have been mentions in this magazine about lack of help at various functions. Well in the last few months, I must say that I have been proud to be associated with a group that rallies to the cause with such enthusiasm! At the Police/SCC “Bikesafe” events, we have had an excellent turn-out of volunteers along on Saturday lunchtimes to chat to potential new members (and eat the huge piles of food!) I haven’t the space here to thank you all personally but I’m sure that your efforts will soon be rewarded, as new members come to join us.

Thanks also to Rob Day and his stalwart team of observers who attended the first Suffolkrider.net “Pitstop” event at Stradishall. Amongst other things, these guys gave attending riders assessment rides, including Rob who had to “follow” a guy on an R1 who thought doing 70mph in a 40 limit was quite normal! “Face of the day” went to Paul Bryden who was amazed by the excellent, to the limit ride given by a disabled chap on a scooter! (Albeit a 650cc. Burgman).



Finally thanks also to those who rallied to the cause, got up at an unearthly hour to ride up to CJ Ball Ltd. in Norfolk to ferry the Suzuki test fleet to the Bury Bike show and return it. “Face of the day” this time must go to Malcolm Fenn for the look of relief he gave me when I offered to take the M800 cruiser off him and let him have the V-Strom! I must say that I quiet enjoyed my time on the cruiser and perhaps I’m secretly a “Wild Hog”! However my “bike of the day” was the V-Strom

650 which I felt was much better than it’s 1000cc big brother and much kinder to my aging bones than any of the GSXR’s.

Do you wish you’d been invited to ride? Well keep your eye on the discussions page on the SAM web site and you won’t miss out in future.

Thanks everyone once more.

Happy riding.

Martin A

New Members

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

Andrew Bugg

Chas Burke

Debbie Williams

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

Observer News

Congratulations to Steve Gower for qualifying as an Observer.

And a warm welcome to Carolyn Barnes who also joins the Observer ranks.

Thank You

19.4.07

Dear S.A.M

Thank you very much for the card and 'get well' wishes, following my accident. Apologies for the typed message, but writing is rather difficult, as I have broken three fingers on my right (writing) hand!

I am pleased to say that I am now home, after one month in hospital. It is wonderful to be home again, being back with Paul and our dogs, able to get a good night's sleep and home made food, bliss!!

There will be at least another three months on my frame/crutches, due to my left ankle and many out patient appointments; but I hope no further surgery, as long as my spine continues to heal in alignment.

Thank you once again for your kind wishes.

*Love
From
Deirdre*

XXXX

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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 get 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.



FOR SALE - Top box rack and fitting kit for a Honda ST1300 - 2002 onwards. Will take a GIVI or KAPPA top box. It has been fitted to a hire bike for about 6 weeks so it is as new. £30.00 Call Reg on 07718 781238

FOR SALE - BMW R1100RT SE £3795 ono



97'R 37k FSH Fully Loaded, including colour (Metallic Blue) coded luggage, Radio/cassette & MP3 lead, excellent mile eater. MoT & Tax 07/07. Only selling as tempted to upgrade to a 1200. BMW Tank bag also available . Call Chris Jackson on 01787 315628

FOR SALE - Genuine Honda Fly Screen for CBF 500 with all fittings in a good condition. £35.00 ono Call Steve on 01473 430643

FOR SALE - 'Draggin' Jeans, cargo style, Kevlar lined, black, worn & washed once only, size 38in waist, was £89.99 new, selling for £50. Call John on 01206 392652

Send your classified items to sam.editor@hotmail.co.uk

Price for non-member classifieds is £5



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

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

http://sam.spreadshirt.net		
		
		
		 <p>5 PACK</p> <p>25 mm 1"</p>

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.

May Chip Run

THE YOXFORD ROCKET

Meet at BEACON HILL SERVICES

(A140 / A14 junction) **6:45 pm Thursday 24th MAY**

Ride Co-ordinator is Glen Mures (01449 711625)

Leave on the **A140** approx **3 mls T/R** onto

A1120, keep on this road all the way to
Yoxford

Chippy is on the right in the village

This has to be the simplest route ever published in SAM? However, there are no prizes for getting lost!

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.

June Breakfast Run

**HOLLYWOOD LEDGENDS A47 SWAFFHAM
Meet at TESCO'S, STOWMARKET**

9:00 am Sunday 3rd JUNE

Ride Co-ordinator is David Rudland

(01473 401362)

Leave Stowmarket on the

B1113 Old Newton – Finningham, X the

A143 into Botesdale – Redgrave, T/L onto

A1066 2mls Gamboldisham T/R onto

B1111 then join

A1075 Watton @ X-Roads T/L onto

B1108 1/2 ml TR onto

**B1077 Swaffham, in town centre bear left
at square, 1 ml until you join**

**A47 CAFÉ ON DUAL CARRIAGEWAY
JUST BEFORE 1st ROUNDABOUT**

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

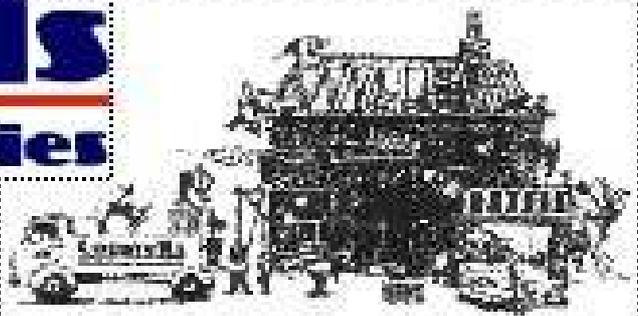
- ✓ If possible, have breakdown cover for your machine.
- ✓ Be responsible for your own safety
- ✓ Rides will commence promptly at the published departure time.
- ✓ Have a FULL tank of fuel
- ✓ No more than 5 in a group



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3000 Miles In A Fortnight

OUR 2003 VISIT TO SCOTLAND

Tuesday, 26th August, we decided to do the touristy bit and ride to John O' Groats. We took the A839 onto the A9 and travelled the coast northwards. At Wick, the A99 led us to our destination. Having ridden through the West and Central Highlands, Terry and I were disappointed to find this area of Scotland to be flat and windswept. The road surface is as good as elsewhere in Scotland, but the ride didn't provide us with the thrills we had been experiencing. At the Gift Shop, however, we found the goods to be very reasonably priced (which surprised us!!) and amongst other items, we bought some sheepskin insoles for our riding boots for only £1.00 per pair. They are warm and comfortable and I still have them fitted in my boots today!!

On the ride back to the cottage we took the northern coast road, the A836, to Thurso. By that time, our nephew, Nathan, was getting tired. The sidecar was still in the farmer's barn, so Debbie and Nathan were riding pillion.

With worries for Nathan, we decided to head back on the A9 from Thurso and travel the route we took earlier in the day. John and Debbie, who in a previous year had travelled the whole northern coastal road from East to West, informed us that if we had continued on the A836, we would have found it to be an enjoyable and interesting road to ride, with fantastic views. Terry and I now have this road logged in our memories to visit in the future.



The necessary tourists' photo!!

The next morning, Wednesday 27th August, we stayed fairly close to Lairg and visited the Falls of Shin to view the wild salmon leaping upstream to reach their breeding waters. There is a Visitor Centre at the Falls providing food, toilets and gift shopping – but at a price! The afternoon was spent at the Glenmorangie Whisky Distillery, near Tain. A “wee dram” is provided free of charge after a tour of the Distillery. This tour is priced fairly and offers the opportunity of learning how Malt Whisky is made. I just loved the smell of the malt as we walked around!

Thursday 28th was the day we all went our separate ways. John was heading South in another direction, so on the A9 near Inverness we said our goodbyes. Terry and I headed back to the Central Highlands and the Kirkside House Hotel. It didn't seem possible that a week had passed since last staying in Glenisla. We had done so much, but the time seemed to have flown by. Having packed our camping equipment in readiness for loading the bikes the following morning we stayed the night in the Hotel.

Friday 29th August saw us travelling many miles. We took the A93 to Blairgowrie, eventually joining the A9 (M9) to Stirling. We joined the A720 Ring Road around Edinburgh and not wishing to travel south on the A1, we took the A68 at Dalkeith. What a treat!! At Carter Bar we arrived at the border and stopped at the viewing point to say goodbye to Scotland and set forth into England. The miles just passed effortlessly beneath our wheels. Through Jedburgh, onto Corbridge, passing between Hadrian's Wall. Crossing over the A69 we re-joined the A68 and headed towards Castleside and Darlington. By this time it was early evening and we started to head East towards the coast, looking for accommodation for the night. Eventually, at Middlesbrough, we joined the A171 and at Guisborough chanced upon a Premier Lodge accommodation.

Having been spoilt price wise during our previous stays overnight in Scotland, we found the Premier Lodge to be more in line with the prices one would expect to pay on a main highway. We were charged £48.00 for our room, with the additional price of £12.50 for two Breakfasts, bringing the total price to £60.50. We booked in at around 20.30 hrs, just as rain had started to fall and were glad to get out of our leathers, wash and have an evening meal.

Saturday 30th August, we set off towards Whitby. Having visited this area in previous years, it was nice to ride the roads again and enjoy the scenery. From Whitby we rode through the North York Moors on the A169, stopped to view the Hole of Horcum, and then arrived at Pickering. Joining the A170, we travelled towards Thirsk, passing the White Horse engraved on the Hambleton Hills at Sutton Bank. From this point we headed south to Royston, near Barnsley.

Enjoying a pub meal with our friends on our last night away from home, we felt saddened that our holiday was over.

Travelling home the next day, it seemed to be such a short hop from Yorkshire to Clacton and we arrived in good time to face work and normality again.

The bikes faired very well on our journey. The Pan, being the Tourer that it is, took on the motorways and mountain passes with ease and comfort for Terry. Considering the size of the bike and the amount of luggage it carried, the courageous GPZ also provided me with a good journey. I am quite small in size and stature. It did have to work hard to keep abreast with the Pan, however. I now own a Kawasaki ZZR600 and on this bike would have found the journey to be far more comfortable and less taxing. The GPZ needed a new chain shortly after our Scottish trip, and the only faults that developed was to change an indicator fuse and, on our John O'Groats journey, to tighten up the bolts that had come loose (!?!) joining the side stand to the bike.

I have visited other countries on holiday but, other than Eire, have not ridden abroad. I hope to join SAM on one of its future foreign trips and I look forward to experiencing these roads. However, I feel that Great Britain and Ireland, with all its diverse landscape, still has a lot to offer the traveller, albeit in parts, expensive and congested. There are still some fantastic roads waiting to be ridden.

I would be happy to provide details and telephone numbers of the places that we stayed on our Scottish Trip.

Words and pictures by Mr & Mrs Terry (Brooker)



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Well everyone actually. Thank you to everyone who put up with my Bob Geldof selling techniques which raised an admirable £160.

Thanks to Darren at MC Technics for donating the suspension set up. If you have ticket number **123** as drawn by non other than Keith Gilbert then you are very lucky indeed. Please contact me on 0771 428 1254 and I will arrange for delivery of the voucher.

Thanks once again to everyone who bought tickets.

Bob Mc Geady

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So you think you know

Steve Gocher



This month I learned something about our new editor Steve Gocher. Now a resident of Ipswich, Steve, 38 originally hails from Bagillt, North Wales. Curious really as my great grandparents are from the very same place. After leaving school at 16, which included an education in Welsh, he joined the RAF and began an apprenticeship as an avionics technician.

Steve was 17 when he acquired his first bike, a trials style Yamaha DT100 bought with his first loan with help from Dad by way of guarantor. It was a great bike, but when he passed his car test before the end of his apprenticeship, biking took a back seat for a while. One of his early postings was at Wattisham where he worked on Phantoms for 4 years. He did have a vintage moped then which sounded like a Mobylette “Novocaine”, although he might have said “Motobecane”. Steve also built a Westfield 7 kit car, but his most memorable journey of this time was a farewell flight in a Phantom before they were withdrawn. He recalls a thrilling supersonic ride at 50,000 ft over the North Sea which caused some concern with Belgian defences as they approached at 700 mph. Just be careful if you ever ask him how fast he’s been!

After Wattisham, Steve worked on Harriers at Wittering and had a spell at Laarbruch in Germany before enjoying 4 years at Boscombe Down writing software for the Harrier. As I recalled the Harrier which gracefully lowered itself into the sea off Lowestoft not long ago, Steve was oddly insistent that it was nothing to do with the code that he had written.

After his RAF service Steve settled in Ipswich at the turn of the decade. As a software engineer he began life in civvy street commuting to London. My recollection of software clients are comments like “I don’t know what I want, but I want it now”. Steve has had a number of challenging assignments and

now works in Ipswich for Suitcase TV who provide support to companies in the TV industry.

Steve has just graduated from a Honda CBF500 to a Hornet. He gained his first biker credentials by taking his test while on detachment in Cyprus since the licence would then be valid in the UK. The test comprised a 200 yard outing from the test centre followed by roundabout and return journey, a U-turn in a side road and an emergency stop. No great surprise then that Steve learned much from a Bikesafe course followed by an introduction to SAM a couple of years ago. Interestingly his son who is a great pillion rider commented on the improved smoother ride after this.

Steve recalled an early experience with the DT100 he still remembers. As a youngster he was going down a narrow unlit road loosely translated from Welsh as "gentle hill" when his front wheel dropped into a rut in the rain. Gripping the bars tightly as he was thrown like a bucking bronco, the comfort of his feeble 6 volt headlight disappeared as he accidentally hit the kill switch in his terror. I know some people will pay good money for thrills like that Steve, but I have to say I'd have paid for a ticket to watch!

Words by Nigel Hydes

MAN TOTALLY INTO GOLF

Last winter Peter met a woman while on vacation in the Keys and fell head over heels in love with her. On the last night of his vacation, the two of them went to dinner at the Ocean View and had a serious talk about how they would continue their relationship.

"It's only fair to warn you, I'm a total golf nut," Peter said to his Lady friend. "I eat, sleep and breathe golf, so if that's a problem, you'd better say so now."

"Well, if we're being honest with each other, here goes," she replied. "I'm a hooker."

"I see," Peter replied, and was quiet for a moment. Then he said, "You know, it's probably because you're not keeping your wrists straight when you tee off."

Events Update

Can You Help?

Listed below are forthcoming events, where some require help to promote SAM and the IAM. Can you help? Volunteers can be either full or associate members, unless stated specifically. Please let the event co-ordinator know where and when you can help.

Suffolk Police Bike Safe

We will only require four people for each of these, as there are only approx. 16 motorcyclists on each course. Please let Phil Sells know the dates you are available. (01255 242723)

9th June

14th July

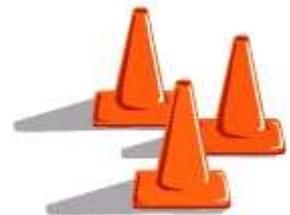
25th August

15th September

Go on – it's only a couple of hours work, promoting SAM and IAM.

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

These have been booked for Saturday mornings at Sidegate Lane School, Ipswich, and will start at 09.00am sharp and end 12.30 – 13.00 depending on numbers attending. (<http://www.sidegate.suffolk.sch.uk>) Bring a drink and something to eat as there will be a break (no cafes nearby).



Dates are: **Saturday 23rd June**
 Sunday 22nd July

We need some Observer volunteers to assist the Seniors, and some members to attend! Register your interest with any of the Committee members.

This is a valuable opportunity to practice some slow speed control techniques that you will probably not get anywhere else – everyone who has participated, whatever their skills and experience, has learnt something from these sessions.

Hideout Leathers

Help is needed to promote SAM and the IAM on Saturday 9th June. Please let Phil Sells know if you can help. (01255 242723)

Eastern Lights

An annual charity event for which we provide marshals. This year it is organised for **29th July**. If you haven't taken part before it is a great spectacle with around 1000 bikes making their way in a procession from Norwich to Lowestoft. If you can't help marshal, we also need people to run our promotions stand. Please let Tom Coomber know if you are available. (01473 738550)

Youth Hostel Association (YHA) Membership

Did you know the club has a group membership card with YHA? Anyone can use it (minimum 3 in a group) so if you are interested, contact Keith Wright to obtain the card. (01473 431796)

First Aid Course

St John Ambulance have agreed to run courses for us in Emergency Aid for Motorcyclists. We need to know who would be interested in this before we book it – reduced rate (approx £45 per person) if we get enough people (minimum 10 to run course). Please register your interest with John Eden or any other committee member. Training is expected to take place at Bramford Training Centre on a Saturday TBA. You could save a fellow riders life!

Great Bentley Green - Bike Meet

Phil Sells will be covering this again this year, starting May, and could do with a few volunteers so he doesn't have to do it all himself! Contact Phil on 01255 242723 if you can spare a couple of hours on a Wednesday evening at any point throughout the summer to chat to riders and promote the group. Maybe this would be a good one for some of our younger members to get involved with!

Motorcycle Clothing Centre, Wymondham

Help is needed to promote SAM and the IAM on their Open Day, Sunday 8th July. Please let Phil Sells know if you can help. (01255 242723)

Now did anyone miss Phil Sells' number.....?

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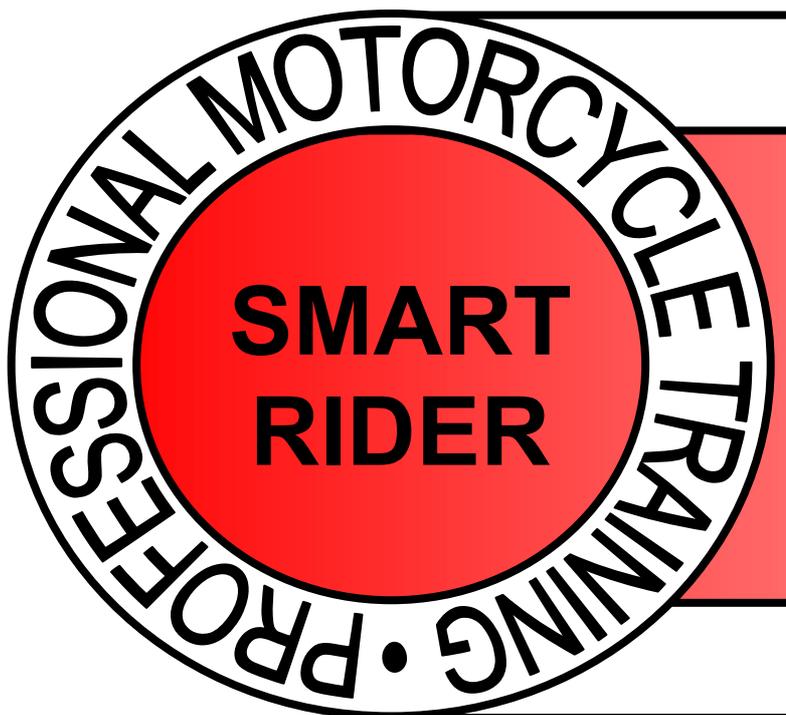


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Motorcycle Safety Foundation

The US equivalent of the IAM How American bikers look at safe riding

While we in Britain rely on our IAM manual as the Bible for safe riding, it is always useful to know how others abroad deal with the various issues. See, for example, how our nine million fellow bikers in the US look at skills, knowledge and strategies for riding safely.

The IAM equivalent in the States is the Motorcycle Safety Foundation. (MSF) It has seen over 3 million bikers graduating from its riders courses since 1973. Its manual is 'Motorcycling Excellence'.

As Americans usually do, the MSF guide also pays a lot of attention to preparation. No less than six chapters focus on mental and physical preparation, before you can even swing a leg over the seat. They include a lot of information on protective gear and extensive pre-riding checks, such as an inspection of wheels, chassis, chain, stands and brake pads. Three chapters are dedicated to mental strategies to deal with traffic and other hazards.

Riders who are interested in technical topics, e.g. the forces of traction, counter steering, high and low speed turning, braking skills and suspension, can find a lot of additional information in Motorcycling Excellence. Multi road-racing champion Freddy Spencer explains the details of trail braking: gently trailing off the brakes while approaching the apex. The manual also contains a chapter on off-road riding.

As is often the case, different cultures have bred different ways of doing things. For example, the MSF teaches to use the kill switch as the standard first step for shut-down. This to get into a routine for switch-off in an emergency. While the opinions on the matter are seriously divided in Britain, the MSF promotes to always ride with headlights on, as a way to stand out...

And while our IAM observers teach us to disengage the clutch whilst waiting somewhere in traffic, the MSF says: leave in gear, so you can escape to safety

if danger comes from behind. The right thing to do is probably somewhere in between: only disengage if traffic behind you has come to a safe standstill!

Besides a left or a right foot down during a stop on a slope, the MSF suggests a third option: both feet down, the front brake lever on and the clutch eased out...! The MSF's recommendations on cornering don't seem to be the safest though. The 'US apex' in their lefthanders' equivalent, is earlier than the IAM's. Their ideal line comes very close to the nearside in the bend, with the risk of overshooting the centre line as a consequence, as well as missing the best view on what's behind the bend.

A useful mantra of the MSF however is that you always should try to predict a worst-case scenario, to help you to best anticipate all possible outcomes. Within this context, the book explains the principle of counter steering, e.g. in a situation where a quick swerve is needed to avoid an object.

Riders who are looking for information on riding with passengers, and issues such as how to avoid a chasing dog, how to raise a fallen bike and group riding (including hand signals), can find it in *Motorcycle Excellence*.

In my opinion *Motorcycle Excellence* is an interesting and useful addition to the IAM handbook. It is published by Whitehorn Press (ISBN-13 978-1-884313-47-9).

Leen Preesman

Eye Test

A Polish immigrant went to the DMV to apply for A driver's license. First, of course, he had to take an eye sight test.

The optician showed him a card with the letters:

'C Z W I X N O S T A C Z.'

"Can you read this?" the optician asked.

"Read it?" the Polish guy replied, "I know the guy."



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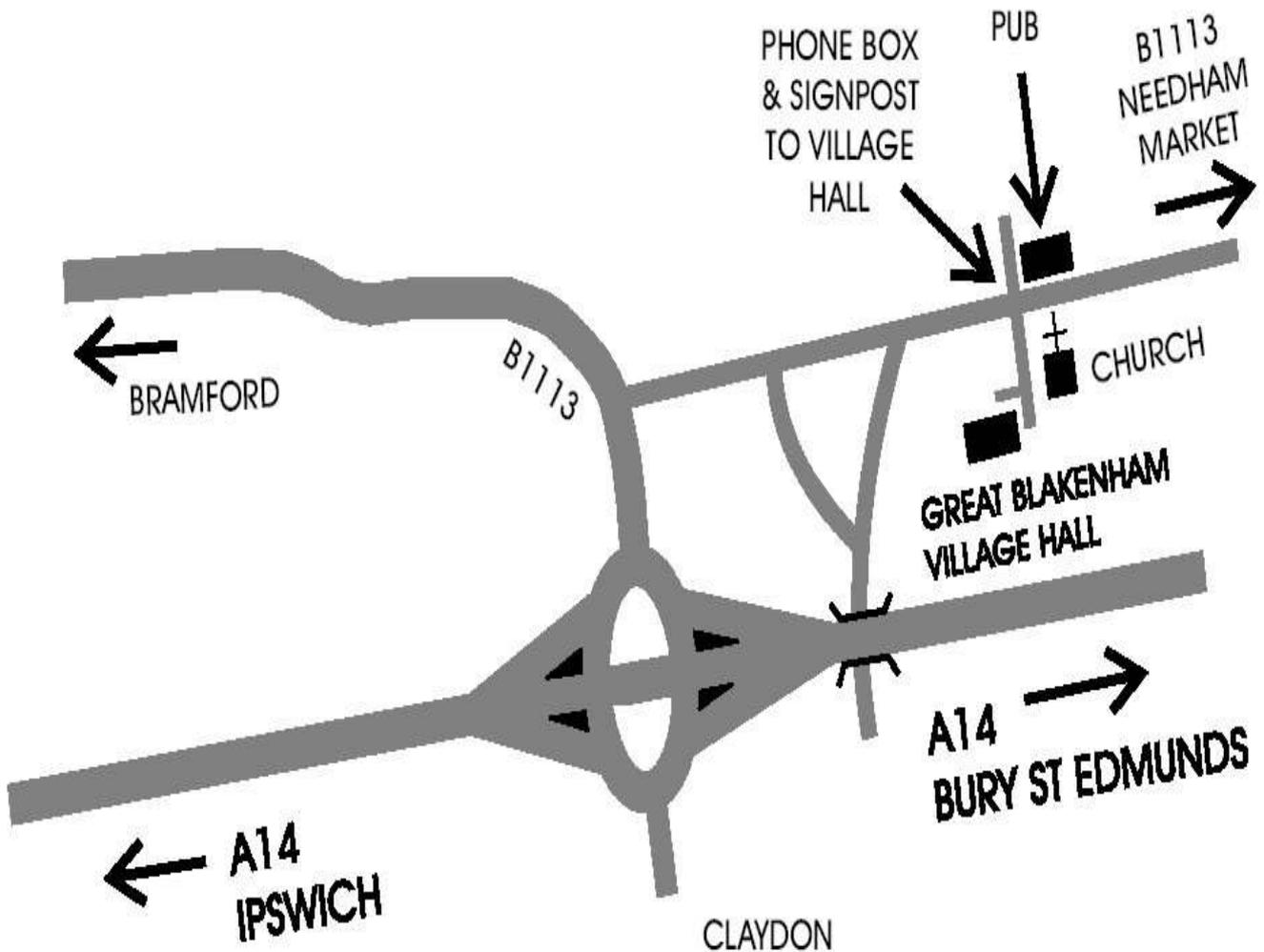
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Events Diary

Thursday 24 th May	Chip Run – The Yoxford Rocket (See May Chip Run)
Thursday 31 st May	Roadcraft Theory Night Gt. Blakenham Village Hall 1930
Sunday 3 rd June	Breakfast Run – Hollywood Legends (See June Breakfast Run) Swaffham
Monday 18 th June	Group Night – ChipsAway Gt. Blakenham Village Hall 1930
Thursday 21 st June	Chip Run - TBA
Thursday 28 th June	Roadcraft Theory Night Gt. Blakenham Village Hall 1930

Membership Fees for 2007

Full Member £15.00

Associate £85 (Skills for Life)

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

Expenses to Observer for observed rides is £10.00

Friend of the Group £6.00

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

Joint Full Members £18.00

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

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

Safety SAM

Last month we looked at pre-riding checks for the machine but what about you the rider. We spend a lot of time and money on maintenance and servicing. The car might have a full service history but when was the nut behind the steering wheel last checked!

So we need a checklist for us, as well as the machine:

Infection - are you free from cold, flu etc or if you have a cold, are you OK to ride

Medication - are you taking any medication that may affect you and your ability to concentrate? If it says “may cause drowsiness” or “do not operate machinery” on the packet beware

Sleep - do you feel awake enough to stay focused on the journey? Beware of a long journey at the end of a working day

Alcohol - are you free from the effects of alcohol – beware of the morning after

Food - not too much and not too little. Food is fuel so you need some but a large meal in the middle of the day can make you sleepy

Emotion - are there any stresses going on in your life that might distract you from concentrating on the task of riding the machine

Consider that human error is the cause in 95% of road traffic collisions. Therefore we need to be firing on all cylinders before we turn the key in the ignition!

Safety SAM

Ed's Soapbox

Hello and thanks to John for my welcome.

I'm not sure I need to introduce myself as Nigel Hydes has already done a fantastic job in this months 'So you think you know?' article, of which I'm flattered to be the subject. Keep a look out for next months article as I think you'll find the tables have been turned.....

So how did I get to become editor of the SAM Observer? Well, I have gained so much from my experience with SAM that I have been looking for a way of putting something back into the group (sorry about the cliché). So when Martin asked me could I use Word and I said yes, I got the job. This was the shortest job interview I've ever had!

One thing I have realised since becoming editor is the amount of work going on behind the scenes, and that's just to produce this monthly magazine! The opportunities to contribute to the group are open to all members, so as you find yourself reading this article, that probably means you too? Have you considered how you may be able to help?

I'd like to thank Mr & Mrs (Terry) Brooker for their '3000 Miles in a Fortnight' series of articles and Leen Preesman for his article contrasting the MSF and IAM techniques. So have you got an article for SAM? Why not put pen to paper (or finger to keyboard) and write an article, which can be anything motorcycle related.

Having recently seen some 'in bike' holiday video footage, taken by friends of John and Avril, I've dusted off my video camera and have been looking into setting it up on my bike. I've been looking at all aspects from attaching the camera safely to multiple cameras using 'picture in picture' mixers.

Does anyone have any experience in this area / information in achieving this that they'd be willing to share with me and the group?

I hope this months' edition comes to you at the standard you've come to expect and that this and following editions will not disappoint.

Cheers

Steve Gocher

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