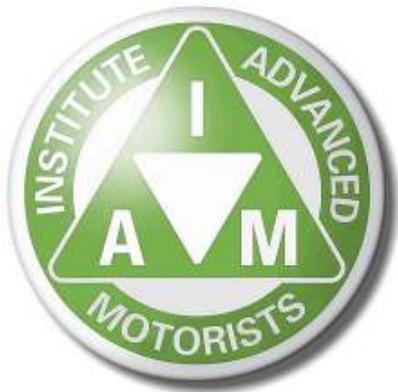


The SAM Observer



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No Calls After 9pm Please

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To see 'The SAM Observer' in it's full colour glory, visit the website
WEBSITE ADDRESS

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

*SAM is a registered
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Printed By

Sharward Services
Westerfield Business Centre
Main Road
Westerfield
Ipswich
IP6 9AB
Tel: 01473 212113

Next Issue

Closing date for copy - 1st Monday of the month. Send via e-mail or on 3.5" disk (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.

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Annual Advertising Rates:

£50 for half page and £75 for full page. Advertise on the SAM website for an additional £25.

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



I have just got home from a ride and have had to wash the bike down as it is dripping with road dirt. It rained the whole time and the roads just seem to be covered in leaves and muck. Not the best time of year I know but despite the winter months approaching our recruitment is as busy as ever. In September and October alone we have had 26 new members join. This in turn keeps the observers very busy and I know there are soon to be others joining the observer corp. Derek Barker (our chief observer) has been busy this year training new observers and is about to start with the next group for 2009.

The growth in SAM is by no accident and I would like to thank Linklaters of Colchester for donating £500 towards road safety with particular emphasis on young riders. Thank you to Matt Cullum (a Linklaters employee) for arranging this. This donation has been used to encourage under 25's to join SAM with sponsorship towards their "Skill for Life".

I mentioned last month the amount of hard work put in by SAM members at promotional events. Sara Hale has been very much a part of this and is now heading a sub-group of those willing to help with SAM promotions. We have many promotional ideas for next year but so as not to burden individuals with too much, Sara is looking for others to join the sub-group to help wherever possible. Please speak to Sara on group night or email her at karlsarahale@btinternet.com if you would like to be a part of this group.

Breakfast runs are becoming so popular that we are considering doing 2 a month next year as well as the usual chip runs etc. We are not sure what the format will be (full members / associates or full day / half day etc) but it is in hand.

Next month is the Christmas Party night (Monday 15th December) and if you haven't yet got your tickets please don't delay. We need to know the numbers in advance so please contact David Rudland if you haven't yet got yours.

If you are at November Group Night I hope you enjoy the presentation from our guests, Würth Products. If you couldn't make it then I hope to see you in December at the Christmas bash.

Richard.

Secretary's Scribbles



Several members have approached me recently asking just what was Suffolk Advanced Motorcyclists' response to the large increase in membership fees proposed by the Institute of Advanced Motorists, due in the new year.

Well after much discussion, a letter has been sent to IAM HQ putting your committee's views. This is what we sent:

Dear Mr. Kenworthy,

Suffolk Advanced Motorcyclists – response to proposed IAM membership fee

Thank you for your recent correspondence giving groups advanced warning of the proposed increase in the IAM membership fee. This information was passed onto our membership (we have over 200 members), many of whom have since responded to me with their views, which I represent to you here.

The majority of respondents point out that during present times of economic hardship, membership of bodies such as the IAM is seen as a luxury rather than a necessity. Contrary to popular belief, Suffolk is not an affluent but largely rural county, and many of our members are either in low paid jobs or retired. With the recent and continuing huge increases in fuel, energy and food prices, and rising credit rates, many simply can not afford the proposed increase and many of our members have stated that they do not intend to renew their IAM membership in the New Year. This would be both a severe blow to the Suffolk group's immediate ability to fulfil its mission and would prejudice our long-term contribution to the aims we share with the IAM.

Since the price of the "Skills for Life" package rose over the £100 barrier, we have found that membership enquires dropped sharply. Despite considerable efforts by unpaid volunteers from our group, recruitment drives are failing to bring in the expected new customers we would all like to see enter rider skills improvement. Again and again we hear from motorcyclists, that although they agree that their skill levels need improving and that the IAM/SAM offer is excellent, they simply can not afford to buy a package, particularly now that

renewal of their membership in 2009 will cost them at least £28 per year (plus local group membership fee).

Therefore the committee and membership of Suffolk Advanced Motorcyclists ask the IAM to reconsider its proposal and seek a compromise before we lose many of our highly valued unpaid volunteer members, and irretrievably damage our shared prospects for recruitment of new entrants.

Yours sincerely,
R. Toll
Chairman,
Suffolk Advanced Motorcyclists.

Although the group has not had a personal reply, the IAM's Chairman has asked that three representatives from UK car groups and three from bike groups meet with him to discuss where we can go from here. I promise to keep you all informed of any progress made, either here in my column or on the groups web site forum.

Following on from my chat last month: If anyone is thinking of going to this year's International Motorcycle Show at Birmingham's NEC, then the Ipswich Triangle M/C club are doing a trip on Wednesday December 3rd. at a cost of £32 inclusive. An excellent price, I think. If you're interested, then give Steven Summers a ring on 01473 720011. You don't have to be a Triangle club member to go!

Martin

New Members

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

Leonard Chamberlain Stephen Cook Emily Hogg David Hovells
Sarah Mayhew Raymond Middleditch Graham Manuel Dean Marsh
Stephen Ramsey Timothy Rumbelow Alan Symons Richard Tilbrook
Dean Webb Timothy Webster Michael Williams

A further warm welcome is also extended to Ian Reeve who joins SAM as a full member.

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

CALLING ALL SAM MEMBERS

I am very pleased to be a member of SAM and although I've only been here a relatively short time I love and believe in the ethos of the group. With that in mind I volunteered to be Promotions coordinator so that we could get the word out there and allow more people to benefit from what we as a group have already experienced.



I am putting together a team who will promote SAM in 2009 and beyond. I would like as many people that would be willing to assist. I am looking for different people with different skills, be it talking to the public to those that can arrange advertisement or even just a bit of fetching and carrying (gazebo erectors most welcome) In view and behind the scenes, what ever your forte.

Mostly I'm looking for ideas that can bring SAM to the forefront and make us even more successful than we already are.

If you're reading this you are eligible.

I'm looking to set the team up at the beginning of 2009.

Please contact me with your details. Sara Hale on 01359 241552 or email karlsarahale@btinternet.com

Audrey Apologises

*May I start off by offering a sincere apology to those who wrote to me with their motorcycling related questions that were published in the October issue of SAM Observer. I received a number of complaints that the preamble to the queries I received implied that the authors were tormented by haemorrhoids because **'haemorrhoids - let's leave them behind'** is a subscription magazine. I would like to point out to the reader that this is not the case and assumptions should not be drawn. So rest assured I have been reliably informed that the magazine not an exclusive read for sufferers but is also widely distributed to prison libraries, STD clinic waiting rooms and the 'Big Brother' house.*

Audrey De Laronge

M/C correspondent

Poetic license extraordinaire

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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.

October's caption was provided by Keith Wright, on a recent trip to La Ferte just outside Paris, of Rob Day giving Keith Locke a 'back up'.

The winner was Phil Harris with:

“In remembrance of carrying SAM (or was it Keith) for so many years.”



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 suit!

Test Passes

Congratulations to Harry King for passing his IAM Test.

Harry's observer was Mr Terry Brooker and Steve Gower.

SAM Christmas Party

This year's SAM Christmas Party is taking place on **Monday 15th December**. (It wasn't possible to book for the usual Tuesday evening due to the busy Christmas period.)

The itinerary for the evening is a three course Christmas meal followed by music. The meal will consist of a soup starter, turkey dinner main (a vegetarian option is available), Christmas pudding desert followed by coffee. There will also with the chance to win prizes, by way of an inter-table quiz.

This is a ticket only event to which all members and their guests are welcome.

Tickets are priced at **£17 per person**.

Final numbers must be known by the **end of November** so please purchase your tickets **as soon as possible** to avoid disappointment.

Purchase your tickets from our Treasurer David Rudland (01473 401362).

Cheques only please payable to: **'Suffolk Advanced Motorcyclists'**, on group night or posted to **arrive before the 30th November**:

36 Sherborne Avenue
Ipswich
IP4 3DR

Tickets can be collected on the door on the night.

December Breakfast Run

Sunday 7th December – Lighthouse Café, Lowestoft

NR32 1UL 01502 588791

Route to Lowestoft weather dependant, **if icy best to go:
A1120 Yoxford, A12 Lowestoft.**

Ride coordinator – Chris Smith

Meet at **Beacon Hill Services** (A140/A14 junc) at 09.30 am

Leave on the **A140** for **1/2 mile T/R**

B1078 S/P Coddendam, go thru' **Wickham Mkt** at **R/A** join

B1078 S/P Campsey Ashe, at **Tunstall T/L** around bend **T/L**

B1069 S/P Snape, at **junc T/R**

A1094 approx **2 miles T/L**

B1069 S/P Leiston, thru' **Leiston** onto

B1122 approx **1/2 mile** thru' **Theberton T/R**

B1125 Westleton - Blythburgh at **junc T/R**

A12 Lowestoft. In **Lowestoft** cross bridge, **bear right**
to **large R/A**, exit with **John Grose** on **your right**,
North beach, Cafe **1/2 mile** on **your Left**, park opposite.

Check all routes with **your Road Map** (and/or see the route on a map by following the links in the Calendar on the SAM website, or the SAM Forum) 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 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 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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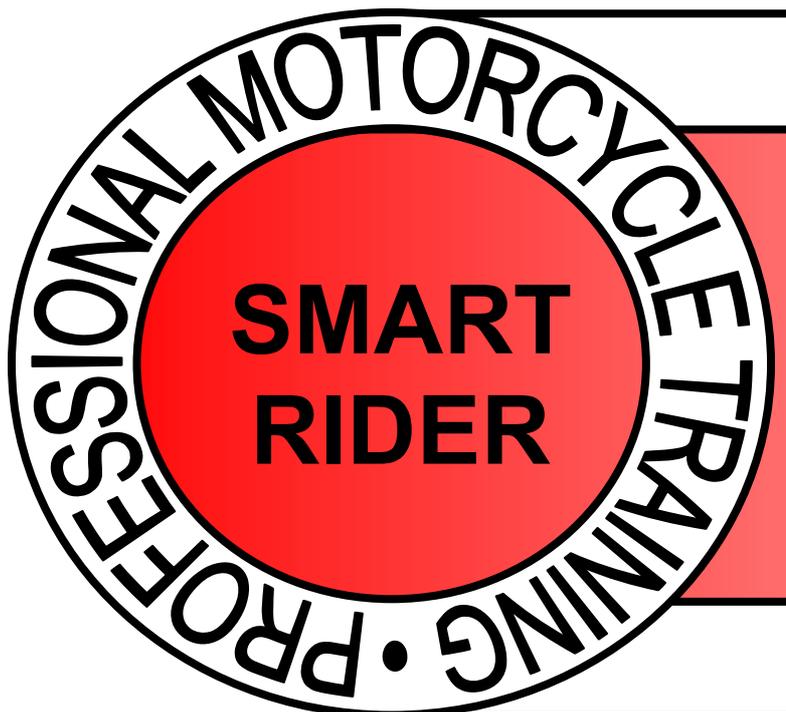
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This Internet shop allows you to purchase regalia of the Suffolk Advanced Motorcyclists group. All profits will go to SAM's charity which is the East Anglian Air Ambulance.

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.



FOR SALE –Ladies leather jacket (padded), medium, little used.

Excellent condition. £35 ono

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FOR SALE – Mans padded one piece over suit (SIDI), large, little used.

£25 ono

Call Sonnie Westley as above.

FOR SALE - Frank Thomas Summer Boots, yellow and black, size 7.

Good condition, hardly used. £30

Call Phil Sells on 01255 242723

FOR SALE - BMW K1200RS, reg 2004, 14k miles, 130bhp model, silver + red, ABS, panniers, taxed and MOT to Aug 09 £3,500 o.n.o.

Call Peter Chrisp on 01284 810427

FOR SALE – Brilliant Learner Legal Bike, Yamaha YBR 125cc, 56 plate (06), only 3,339 miles, Six months road tax, no MOT required (yet).

In good condition, £1,500

Call 01473 401714 (eve) or 07983 480425 for more details.

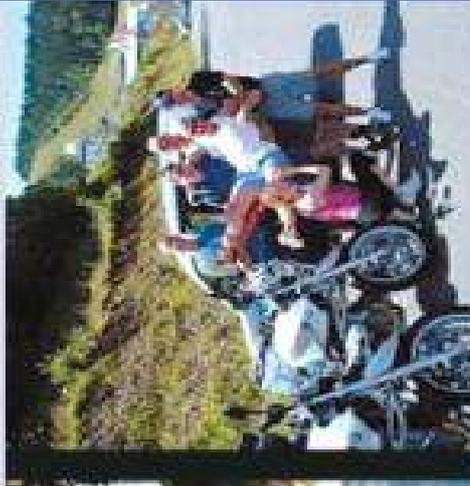
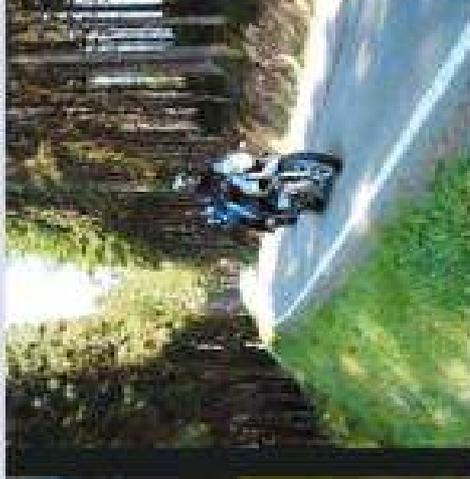
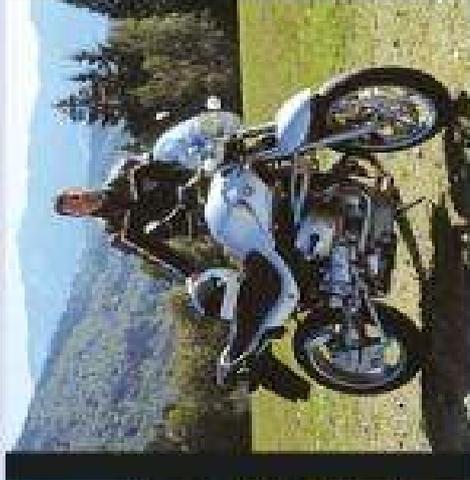


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So You Think You Know?

Graham Bryant



I remember meeting Graham Bryant on a Ducati 900SL during a rideout last year when an oncoming biker crossed our path and vanished into the trees. Graham, 57, was born in Ilford and lived near Chipping Ongar for 25 years before moving to Martlesham Heath 4 years ago to become my nearest SAM neighbour.

Graham trained as a Chartered Surveyor, but soon moved to the city to become an insurance loss adjustor for “large” claims in construction and engineering. With lots of travel and work in Africa and the Middle East, he’s probably had more air miles than the rest of us put together.

Graham’s biking experience began at 16 with a step through Suzuki 50 (I took my test on one). Despite its 120 mpg, he moved up to a Norman 200 2 stroke which he lovingly rebuilt before smashing it up on the first bend of the maiden outing. Undeterred at 17 he began all season all weather commuting from Billericay to Romford on a Triumph Tiger Cub. This was before global warming, so despite his Belstaff jacket, some serious defrosting was necessary to thaw out after braving snow and ice.

Graham’s first 100 mph bike was a Triumph Speed Twin. It clearly had pulling power as he took Julia to the 1970 Isle of Wight festival on it, complete

with her large backpack and tent. No surprise then that flower power children Graham and Julia later married and lived happily ever after. Graham's next bike was his best ever, a Triumph T120 Bonneville, but when Julia went to college near Birmingham, Graham replaced the Bonny in 1972 with a car to visit his new fiancée.

Graham's renaissance began in 1986 with a white ex-police BMW 800 Boxer for commuting to the city. A BMW K100 LT and K1100 LT followed that was totalled by a lady driver in a Fiat Punto who ignored a red light. Graham survived with only minor injury as he wears full leathers and the driver was duly convicted of dangerous driving. An R1100RT Boxer followed but this was sold in 2002. He kept his Husqvarna 125cc Enduro and a Ducati 900SL, great for track days, but it doesn't have effective mirrors and is unsuited to urban legal speeds. After losing his observer on his first observed rides Graham bought a more sensible BMW F650GS Dakar in 2008. Having now lost his 2nd observer who emigrated, Graham is wondering if all his observers will leave the club before he can take the IAM test.

Graham and Julia toured a good part of near Europe with Round Table Bikers in the 90's and have organized a few events including a trip to the USA in 1997. 16 bikes were shipped to Baltimore and the tour took in Gettysburg, the Blue Ridge Mountains of Virginia, Tennessee and Kentucky on a tour to Nashville. The return leg included the famous Dragon run at Deal's Gap in the Smoky Mountains with 311 bends in 11 miles on US 129. www.tailofthedragon.com. Then to colonial Williamsburg before shipping the bikes back from Baltimore and flying home. Graham was known as Red Leader and led by example by dropping his bike for everyone's amusement (well, apart from his and Julia's as pillion). www.tablebikers.org.uk

An unusual venture of Graham's was to create a racing team with a business partner to sponsor a young daredevil, Adrian Merton, for track racing on condition he gave up trail blazing on the public highway. The pinnacle of this was Adrian's 103.2mph average lap speed in the Senior Newcomers of the 1999 Manx GP on a CBR600. After the team party it was difficult to imagine where to go next without lots of money so the team folded.

In 2001 Graham took up power boating and is now a qualified coastal skipper running a company which shrink wraps boats for transport and storage. In a nutshell I think Graham is a man who thinks BIG.

[Final 'So You Think You Know...?' words by Nigel Hydes]

Biking on the Green Greek Island

Helmetless young men in t-shirt and shorts on dirt bikes weave at full speed through urban traffic. Moped riders – also rarely with protection – as well as bus drivers talking on their mobile. Here and there a scooter-riding father with a minimally clothed toddler in front of him. All traffic is continuous overtaking, undertaking and filtering, and a death wish seems to be everywhere. Even the numerous tourists participate enthusiastically on their little scooters.

We aren't somewhere in the Third World, but just within the EU. Welcome to Corfu, part of Greece! To survive in the traffic bedlam of Corfu town – Kerkyra as the Greeks call it – you actually need eyes in your back and ride as defensively as possible. And make sure that you are safely wrapped up.

Biking on Corfu is a real challenge, if you are used to the (relative) discipline of Western Europe. The good news is that road rage seems to be rare here. However, the same goes for patience. Within a second after the traffic lights have turned green, the hooting in the queue starts.

Everybody in Greece seems to ride a PTW. Fortunately, the real busy traffic seems to be limited to Corfu town and the larger tourist areas along the coast. The contrast with the quiet countryside roads can hardly be bigger.



Kassiopi's scenic harbour

Rob and I take the north-easterly coastal road from Corfu town. I on my hired Zongshen 200 and he on his own Suzuki V-Strom 650. While having fantastic views over the sea strait and the wild Albanian mountains as background, we are meandering in the direction of Kassiope. The sometimes narrow road follows the jagged slopes along the sea. The tarmac is worn out and smooth, so we ride carefully, especially in the sharp hairpins. It's also good to keep in mind the many buses. It happened twice that such a monster came sweeping towards us over the full width of the road from an obscure corner...

Kassiope is a beautiful old town with a picturesque harbour. Overlooking it is a 2000-year old Roman fortress, a reminder of the countless forces that have occupied Corfu during the past millennia.



Ermones has a nice little beach

The northern edge of the island is quieter. The road surface here varies from full of potholes and ruts to perfect tarmac. At Róda – a ghastly tourist town bordering a large beautiful beach – we head inland. Both bends and tarmac are excellent here and we reach the west coast in no time. With maximum braking and in first gear we splutter steep downhill to Angelokastro, famous for its castle high on a rock. On the way back to Troumpéta we enjoy a lovely lunch-with-seaview at a taverna high in the mountains.

The sun is now straight above us on this hot day in June. In our bike gear, we might look like aliens to the local PTW community. But we aren't bothered,

since we prefer safe to sorry. Our airy Joe Rocket gear – strong fine mesh between solid protective bits on vital spots – is actually performing very well.

Corfu town has a typical Italian look, thanks to the Venetians who ruled here for ages. They subsidised the Corfiots planting olive trees as a replacement for the oak forests, which gradually were processed into Venetian vessels. It was also the Venetians who built the two impressive forts of Corfu town. The port of Corfu town is not only busy with ferries, but also receives gigantic cruise ships, which disgorge thousands of tourists for a day trip on the island.



In the evening, the old town centre facing the boulevard is heaving with people. And of course every Corfiot goes there on his moped or scooter. Or on his Kawa ZZR1200. And of course without any protection worth speaking of. If they are ‘wearing’ a helmet, it is dangling from an arm...

According to Rob, the cause of the problem lies in part with the hardly noticeable police, who don’t act consistently. “Sometimes they are targeting the mandatory use of a helmet. But apparently everybody seems to know in advance, and suddenly everybody is wearing one, for a few days” he points out.



The view from Pantokrator is fantastic

The port police’s means of moving around is the Suzuki V-Strom. Together with the Honda Varadero and the Kawasaki KLE500, this bike appears to be the most popular with the Corfiots. Heavier bikes are just impractical because of the sharp hairpins. The two BMW LT’s that I spotted must have been shipped to the island by ignorant tourists.

A countryside ride to Lefkími in the south is also a fresh breath of air compared to busy Kerkyra. The first part of the route – via Kinopiastes, Kornáta and Strongili – goes over narrow winding mountain roads through dense olive groves. There seems to be hardly anybody living here and the quietness is almost unreal. Here and there are tiny chapels along the roadside. The little monuments – often a miniature church on a pedestal, or a vitrine-with-candle – are memorials for traffic victims.

According to insiders, Lefkími is the only genuine Greek town on Corfu. Chatting and coffee-drinking old men, stooped old ladies in traditional clothing and dusty alleyways seem to confirm this.

A shortcut from Arjirádes to the east coast leads me to the idyllic little harbour of Boukári, where little fishing boats are peacefully bobbing on the swell. This is the ideal spot for an ice coffee in the only café here.

Although Corfu has lots of scenic views, a few really stand out. One is the Kaiser's Throne. Early last century the holidaying German emperor Wilhelm fell in love for the high peak near Pélekas, where the whole world seem to be at his feet. He subsequently managed to get permission for a mansion over there. The rusty fence around the fortified home still carries Wihelm's royal eagle. Ever narrowing roads lead from Corfu town to the Pantokrator, with over 900 meter the island's highest summit. We crawl through hamlets and wind through olive groves. A light bike has a clear advantage whilst taking the numerous tight hairpins.



Sharp hairpins are common on Corfu

It's baking hot and the cooling vest of Whitehorse Gear under my airy leathers shows its value. However, the vest – dipped in water before use – feels a bit slimy inside, which fortunately disappears while the moisture evaporates. We have a short break in the sleepy hamlet of Strinilas. Under a gigantic elm tree at the taverna Oasis we have an iced coke as additional cooling. Pantokrator's summit is like a small lump on top of a large bulge. Besides a beautiful little monastery, most of the available space is filled-up with ugly red-and-white phone masts. However, the views are stunning. We look down on the towns Butrint and Sarandë in Albania, where large white cauliflower clouds over the bare mountains are developing into a thunderstorm.

Accommodation

Leen stayed with former SAM member Rob Sherratt, who emigrated last year from Felixstowe to Corfu. He now owns a villa near Gouvia, part of which he intends to rent out in the future. For now he'd be very pleased to help organise touring holidays to the island for any SAM member. His contact details are: phone 00 30 26610 90360, email rob.sherratt@gmail.com

Information

Corfu

Corfu is a relatively small island in the Ionic near Albania. Its length is 100 kilometres, while its width varies from 9 to 36 kilometres. The mainly hilly island is covered in three million olive trees.

Traffic

The maximum speed is 40 or 50 kilometres in build-up areas and 60 in the countryside. On dual carriage ways 70 is allowed.

Climate

Corfu's summers are hot and dry, while its winters are wet. The best time for motorcycling is June and September.

Bike hire

Bikes are for hire almost everywhere. Check a bike properly, because maintenance is often poor. Be aware that insurance is usually third party only.

Map

Corfu, Globetrotter, 1:66.500. New Holland Publishers, UK. ISBN 1-85974-856-2.

Petrol

Petrol was approx. £ 1.07 per litre.

Currency

Greece has adopted the euro.

Insects

A repellent against mosquitoes is advisable.

Leen Preesman

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Dear Audrey

My mailbag has not been as full as I expected this month. It must be the Christmas rush? However I'm sure if you have a question for me and can't find my details please don't hesitate to contact my dear friend Steve Gocher who I'm sure would be more than willing to pass your dilemmas on to me.

Dear Audrey

I am an enthusiastic biker and cover many miles on my fabulous bikes. I have a bit of a problem in that I am denturely impaired. When I ride over 60 mph my lips flap about and my mouth makes a whistling sound. I have tried wearing my NHS supplied falseys but I just don't get on with them. I have even tried using a gum shield with chewing gum as the adhesive (an old tradesman's' trick) but I have had the same problem. Do you have a solution to my dilemma?

Yours desperately M. S.

Dear Marcus

The problem with the NHS is that they don't cater for the specialist market, e.g. motorcycling, and some tradesmen will do anything for a quick fix. What you need is a private company that will provide for your needs. I have conducted extensive researched and found that 'Touratech' actually supply dentures for people riding your model of motorcycle. They are very durable and can be used for riding as well as socialising. It is claimed they will withstand copious amounts of 'talking drivel' and come with a lifetime guarantee. They come in two colours, Charlie Red and Ewan Blue (if you get the Ewan it does not necessarily mean that you have entered the 21st Century with Blue tooth, which is a completely different thing all together and can be better explained by the SAM membership that work for BT). They are direct casts from the mouths of Boorman and McGregor and the colours are to match their helmets from 'Long Way Down' (which if you buy both helmet and dentures together you will save 20% on your combined purchase) 'Touratech' have also produced a special travel cup to compliment the dentures (sold separately like everything else they do) which will fit to the bike as a carrying utensil when riding and will also double up as 'plink plink fizz' storage vessel for night time.

Dear Audrey

I have been a motorcyclist for quite a few years now and have really enjoyed the experience. However I have a problem in that I am a little bit 'Vertically challenged'. This brings with it other problems like having to turn the bottoms of my motorcycle trousers up so that they fit better and not being able to have the height advantage when riding as other motorcyclists enjoy. The biggest draw back though is that there is a limited amount of bikes I can ride that allows me to touch the ground. I have recently purchased a BMW F650 GS, purely for the fact that it now comes with a lowered suspension.

Do you think I've done the right thing?

Yours Ashamedly S. H.

Dear Sez,

Well the simple answer is NO!!!!!!!!!!!!!!!!!!!!!! What have you done? You must have felt this was your last option to do something so rash. There was another option that would not have been so drastic. Triumph offer a leg stretch service especially for purchasers of their Tiger. It entails heavy weights strapped to both feet whilst being tied to and dragged behind a Rocket 3. Apparently after three half hour sessions of this most people reach the desired 'stretch' and can comfortably touch the floor whilst sitting on the Tiger. Your street cred would be up there. The draw back however is that if you have been dragged on too a rougher surface and your face could catch the ground a few times and you would be more suited to riding a Harley! Personally I'd have taken the risk rather than opt for the BM.

Dear Audrey,

I am a keen member of the Women's Institute but also have a great interest in motorcycles being actively involved with Suffolk Advanced Motorcyclists. I am concerned that the two interests are a complete contrast to each other and it feels wrong I should be enjoying both satisfying pastimes. I value your opinion on this matter.

Yours worryingly S.S.

Dear Suzy,

For your information I am also a member of the WI and a keen motorcyclist. It is not widely known even inside the WI circle how popular motorcycling is within its own organisation and how much of a motorcycling infrastructure

it has. As a group we call ourselves 'Women's Institute Rouge Riders' (WIRR)

I expect that the particular group you belong to are among the many that are not aware of this and it would be great if you could bring it to their attention. I am in fact the chairperson of a WI motorcycle section (Aldeburgh Chapter). The set up is very similar to SAM however the emphasis is not rider safety but the ability to get back first and cook a good hearty breakfast after a group rip around the countryside. The most popular bike in our group now is the Kawasaki GTR 1400, a great piece of power between ones legs. There was an incident when all the WI chapters gathered at the Bulldog bash in 1995. We were the then newest biker group and some felt we needed to make our mark. A large contingent of the Western Super Mare chapter somehow managed to smuggle in copious amounts of elderberry wine, which resulted in all hell breaking out amongst the members of WIRR and a rival biker gang of WRVS Free Wheelers. People got hurt.

This was never made public as the hosts to the bash felt their reputation would drop somewhat so took the blame, needless to say the WIRR were banned from this event and the organisers of it still deny any knowledge of us. WRVS Free Wheelers never got over the incident and broke their ranks a few months afterwards.

So in short, Yes Jam and Jerusalem does mix with Honda and Suzuki. Bike on sister!

Audrey De Laronge

M/C correspondent

Poetic license extraordinaire

Apples and Oranges

Little Johnny is sitting in class, day dreaming, when he realises that his teacher is speaking to him.

Teacher: "Johnny, if you have 5 apples in one hand and 4 oranges in the other, what do have altogether?"

Johnny: "Very big hands miss."

SAM Membership Renewal 2009

SUFFOLK ADVANCED MOTORCYCLISTS' GROUP
Affiliated to the Institute of Advanced Motorists
Grp. No 7219 – SAM is a registered Charity No. 1067800

First Name.....Surname.....

Address.....

Post Code.....

Motorcycle Make.....Model.....

Phone (Home).....Work.....

Mobile.....

Email address.....

I enclose my fee for annual renewal for membership type:

Full Member £20:00 Associate Member £20:00 Joint Member £23:00
Friend of Group £6:00 Lapsed £23:00 (delete as appropriate)

Are you a motorcycling member of the IAM? Yes/No

IAM Membership No..... Expiry date.....

Signature.....Date.....

Please make cheques payable to:
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Data Protection Act:-

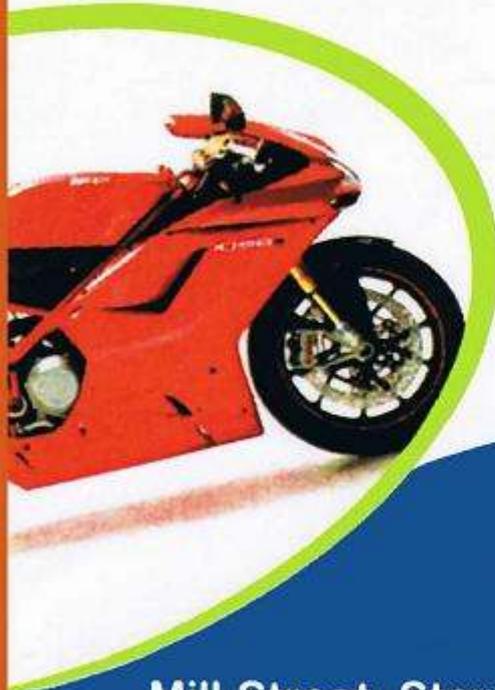
I have no objection to the above details being held on computer I understand such information will be kept strictly confidential to relevant officers of the SAM committee. Only Name, Post town & motorcycle is published in the group magazine.

Signature.....Date.....

Please remember membership runs from January to January

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Beverley Rudland
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Ipswich
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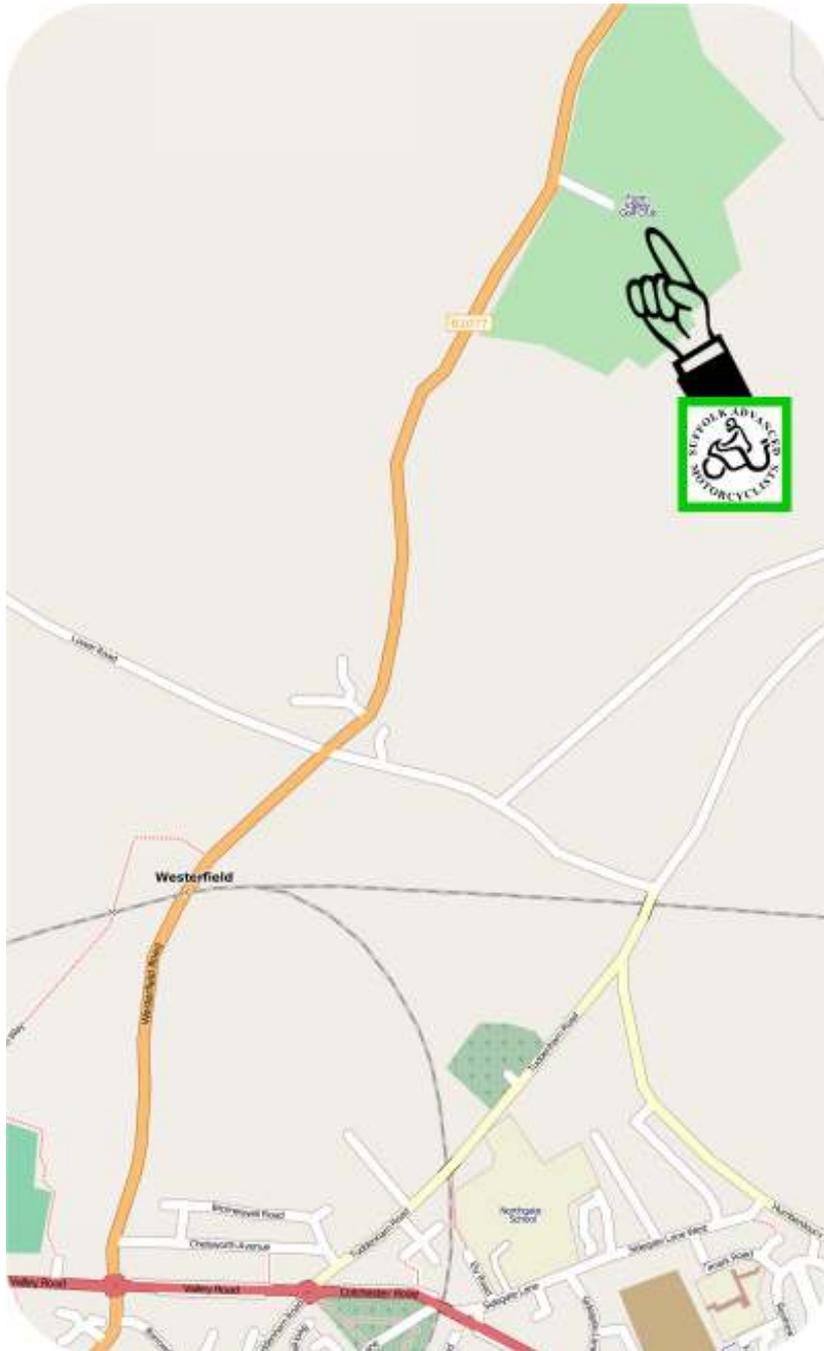
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Our Venue

Group Nights start at 7:30 pm on the third Tuesday of every month at The Valley Restaurant, Fynn Valley Golf Club, Witnesham. IP6 9JA

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



Map courtesy of
www.openstreetmap.org
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Ed's Soapbox

Welcome to the November edition of the SAM Observer. Many thanks to Nigel Hydes for his final instalment of his 'So You Think You Know ...?' article. Thanks also to Leen Preesman for his 'Biking on the Green Greek Island' article.

Extra special thanks to my very special friend, Audrey De Laronge Motorcycle Correspondent, for firstly her sincere apology and also her very interesting and further practical motorcycling advice.

The SAM Christmas Party is taking place on Group Night on **Monday 15th** December, details on page 11. Tickets must be purchased before the end of November in order to confirm final numbers.

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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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

Tuesday 18th November Group Night – Würth Motorcycle Products

Thursday 20th November Roadcraft Theory Night – Conference Room
Fynn Valley Golf Club 7:30 pm

Sunday 7th December Breakfast Run – Lighthouse Café, Lowestoft

Monday 15th December Group Night – SAM Christmas Party
Fynn Valley Golf Club 7:30 pm

There is no Roadcraft Theory Night booked for December due to it being so close to the Christmas holiday period.

Membership Fees for 2009

Full Member £20.00

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 £23.00

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

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

come on down we've got a lot to offer

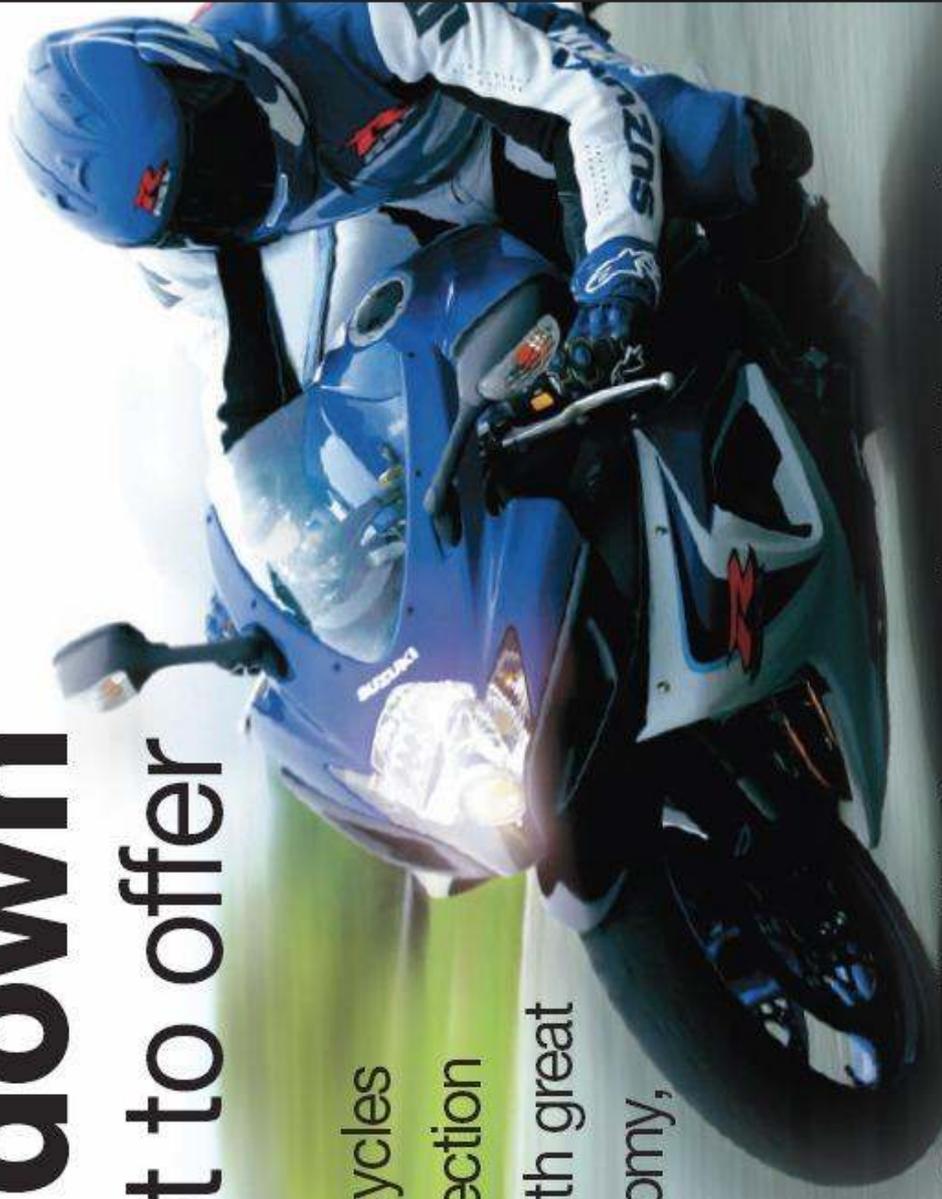
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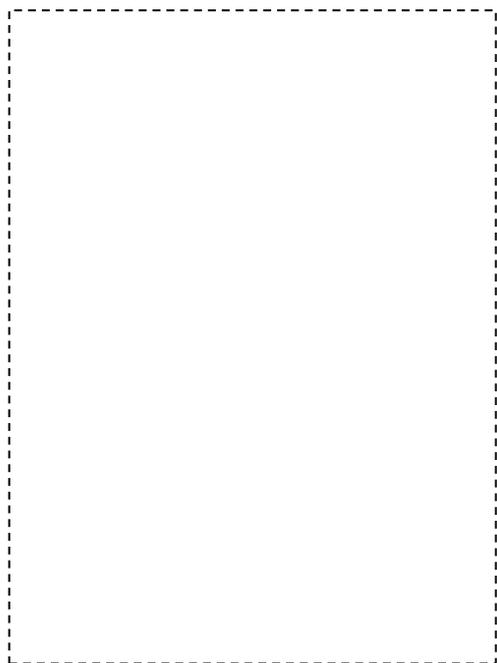


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