

The SAM Observer

November 2013



Registered Charity No. 1067800



IAM Group No. 7219

www.suffolk-advanced-motorcyclists.com

The picture was submitted by Felix Oliver and is of his Kawasaki GTR with 'The Scallop' on Aldeburgh beach in the background.
Mike Roberts did the picture editing and graphical work.



Pictures from SAM stand at Copdock Taken by Paul Spalding



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No Calls After 9pm Please

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NEXT ISSUE

Closing date for copy – **Friday after club night**. Send via e-mail or on a USB memory stick (which will be returned) or even hand-written, not a problem.

The Editor reserves the right to edit, amend or omit as he feels fit.

WEBSITE ADDRESS

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

SAM is a registered Charity ~ No. 1067800

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NOVEMBER'S CHAIRMAN'S CHAT

Dear Reader,

Welcome to the November edition of our SAM magazine, I hope you are still managing to get out on your motorcycle despite the reduced daylight hours now that autumn is here.

The last week has provided me with some real highs and lows and although I don't wish to bore you with the details I'm sure you won't be surprised when I say that meeting my speedway hero, John 'Tiger' Louis, on group night was a particularly magic moment for me. Down there with the lows is the phone call from my daughter explaining that her handbag had been stolen, in broad daylight, from her car that she was actually sitting in at the time. Although the experience was dreadfully unnerving the response from witnesses and other people who were in the area at the time was overwhelming and actually restored her faith in human kindness.

On the subject of people doing good things for other people, I would like to reiterate my thanks to everyone who helped out at the Copdock Bike Show. It was a hugely successful day with hundreds, if not thousands, of motorcycles arriving en masse. Thanks to our slick team of fast moving helpers all those motorcycles were parked safely and without delay. SAM was also very well represented inside the show ground with a well presented pitch that prompted a lot of interest in the group. It was a jolly successful day for all concerned and once again, my most sincere thanks to all of you who played your part including my lovely Dad who got roped in at the very last minute.

Most successful outcomes are as a result of good team work and that was certainly the case at the Copdock Show. The SAM committee is another team that works really well and is a pleasure to be involved with. Come next February a couple of committee posts will become vacant so it would be a really good opportunity for you to help ensure that SAM continues to go from strength to strength. We are particularly looking for someone to help with planning group events and someone to help with promoting the group at shows

and other local events. If you would like to find out more please give me a call or send me an email, I would be really pleased to hear from you. I am also looking for a new vice-chairman, as Karl will be stepping down from the post in February. So if the thought of being closer to the helm appeals to you then please contact me as soon as possible, this could be your chance to be involved in shaping the future of the group.

Don't forget that Ed Abbott will be our guest speaker on Tuesday 19th November; he is coming along to tell us all about his WW2 motorcycles. I'd also like to remind you to buy your tickets soon for our Christmas meal on Tuesday 10th December. Tickets are still available from John Sillett, simply send him a cheque for £19.95, including a stamped and self-addressed envelope, or buy your tickets when you see John at the November group night. John's address is 37 Bishops Hill, Ipswich, IP3 8EW if you're planning to secure your tickets by post. The Christmas meal is always a very popular time for members to bring their partners along to a group night even if they don't usually get involved, so I really hope you decide to buy a ticket or two as it will be the perfect start to the festive season.

A not so little bird tells me that both David and I feature in an article further on in the magazine so please read on and enjoy!

With my very best wishes,

Beverley

IAM TEST PASSES

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

Jim Brown	his Observer was	Ruth Elmer
Alan Boyden	his Observer was	Mike Roberts
Stuart Cox	his Observer was	Lee Gage

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

NEW ASSOCIATE MEMBERS

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

Karl Harvey Michael Laskey James Golder
Marc Hollier

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

IMPORTANT REMINDER

In February at the A.G.M it was agreed that subscriptions for the group needed to rise to maintain current commitments.

The amount from January for members will rise by £2 to £22 .
If you have joint membership the cost will be £25.

As most members pay by a Standing Order Mandate this is a reminder to please make sure you change the amount with your bank as soon as possible.

Thank you for your co-operation.

Linda Barker

Membership Secretary

GIFT AID FORMS

Thank you to all of you who have sent in completed Gift Aid Forms.

We still need more forms though as last year we had approximately 170 Gift Aid members, this year we have only got 120 to date (half of the SAM membership). We normally receive around the £1000 mark for the claim we put into the HMRC. If we do not get more Gift Aid members this will drastically reduce the amount of funds we will receive from HMRC next year.

You can find a form on the SAM website under the membership renewal section or you can ask Judy Chittock or Linda Barker at group night. Also the more boxes you can tick on the form the better.

Many thanks for your help.

Judy Chittock MAAT
Treasurer

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Christmas Menu 2013

Golden breadcrumb wedges of brie, rested on a beetroot and radish salad

Roasted winter soup with a swirl of honey and chunky croutons

Cocktail of crayfish & prawns in a crisp baby gem cup with classic brandy Marie Rose

Smoked duck breast salad topped with a fig and apple chutney & caramelised orange

—

Traditional roasted crown of Norfolk turkey, chestnut & apricot stuffing,
baby bacon wrapped chipolatas

Baked seabass fillets with sea salt potato cake napped in chunky tomato & basil sauce

Slowly braised lamb shank with a redcurrant & thyme sauce and fondant potato

Cranberry & goat's cheese filo pastry bake on spaghetti vegetables
with warm cranberry & redcurrant jam

All served with seasonal vegetable and roast potatoes

~

Classic Christmas pudding laced in a brandy butter sauce

Rich chocolate and orange mousse with café curls and juicy orange pieces

Baileys crème brûlée topped with a chocolate dipped strawberry

Mulled winter fruit crumble with a scoop of melting double vanilla ice cream



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BIKES N' BIKES

Just about a year ago a number of SAM members decided to put a 'team' together and ride the classic London to Brighton cycle ride, about 75 miles in length. I regularly ride the 9 miles to work and back but didn't fancy the idea, 1. The logistics of it all and, 2. I didn't think I could cycle that far, I was 44 years old and getting on a bit!!

With my fellow motorcyclists embarking on such a challenge and the success of Bradley Wiggins at the Tour de France and the Olympics I put a bit more effort in my rides to work and started to enjoy it.

Speaking with our chairman Beverley about the London to Brighton, and the fact she got a new road bike for the occasion we decided to do a 50 mile charity ride for St Elizabeth Hospice in September 2012. Only 50 miles as I was still unsure if I could go the distance and wanted to have half a chance of finishing the ride rather than getting picked up in a van half way round. About a week beforehand Beverley declared that she had to bow out as her husband (SAM Secretary) David had broken her ribs (the story has already been told but in case you are thinking bad of David it was all done in a good cause) so I was to do it alone.

On the day in Framlingham I happened to bump into Felix (SAM Editor) and his daughter Miranda and rode the first 20 miles with them and the last 30 by myself. I was pleasantly surprised by myself, the bug had just bitten.

I cycled through the winter and got a bike through my works cycle to work scheme, a Giant Defy road bike, this meant I could ride faster (on my first outing I topped out at 40 mph, this scared me as by now I was a 'MAMIL' Middle Aged Man In Lycra, and that material offers no protection in a fall, especially at those speeds. It didn't really flatter my physic either)

I managed a few long rides with Beverley, she always seemed keen even when we got really wet. Our goal was to do the Suffolk Sunrise, a 100 mile ride , again for charity in May 2013.

February was not a good month as one day I went out for a ride and slipped on some ice, crashed to the road fracturing my pelvis. Not realizing the severity of it I got a friend to pick me up in her car, take me home, pick up my car then drove back my bike, my mates bike and him (who also fell off in the ice at the same place, he suffered a graze , bruising and a long term shoulder injury lucky sod) took him back to Ipswich, drove home then called my dad and asked if he

would take me to A&E. I thought it smarted a bit. When diagnosed my first question was “How long will it be before I can ride my cycle again?”

Nine weeks later I was pedaling again and in May completed the 100 mile ride with Beverley (no family BBQ's that time of year so no violence on the part of David necessary!) at an average speed of about 15 ½ mph.

Just for good measure we did another challenge, the Essex 100 in September this year and both really enjoyed it and together contributed £200 and a lot of sweat to a worthy cause.

I find it a great benefit in my health (not the hurty breaky bits) and also an added bonus it really makes me bike fit for my motorcycling. I find I can concentrate for longer periods keeping me sharp.

This came into it's own a week after the Essex 100 when I was involved in cycling again, this time I wasn't doing the pedaling myself but securing the route for some elite cyclist racing in and around Ipswich.

I was one of 13 police motorcyclists charged with this duty. We also had assistance from 8 National Escort Riders and bikes (Hopefully we may get to hear from a representative of theirs at group night in the future). The aim is to get all traffic off the road to allow the cyclists to race around unhindered, then as soon as they have gone past allow the traffic on the road again. Only a few of us police motorcyclists had done this beforehand and the tactics deployed were different to what I had been trained to do as a VIP outrider. Instead of blocking a junction and letting the whole convoy go past, overtake them again to block off another junction(Leap Frogging) we employed a tactic called the Caterpillar (police motorcyclists are nature lovers). This is where you get the front bike (number 1) block the junction, the next (number 2) then takes over, number 1 moves onto the next, number 3 takes over from number 2, number 2 takes over from number 1, number 4 takes over from number 3 etc etc. We always keep the same order throughout. 10 out of the 13 bikes were allocated this job and the others were either a supervising bike or a peleton bike (show ponies) that ride in front of the peleton (bunch) or in the split, they don't have to hold the junctions.

We did our practice on the Saturday (which was hard enough and that was only a fraction of the distance we would be covering) and did the race proper on the Sunday.

The poor old police bikes work hard doing this especially in the town. It is a case of full throttle, full braking, half the time one of your arms are up in the

air stopping or directing traffic, trying to get the motorists to understand what you want of them only to be moved on by the following police bike half way through your explanation. So long traffic was not on the road the powers to be did not mind where it went, driveways, fields, footpaths and back the way they came from were all part of the mix (yes we were not popular with some).

I told Beverley I was doing this the week beforehand, there is time to talk when cycling 100 miles, obviously not going up the hills as all oxygen is needed then, so she said she would be along route cheering us on.

On the day I did see her as I had to stop at a junction on Colchester Road, It looked like the whole Rudland clan were out in force,(I even had David filming me. At least he got the correct police officer, unlike David Wood during the Olympic Torch relay when he took a photo of the the police motorcyclist next to me thinking it was me, so proud he was!!!) I roared away from them to go to the next junction only to find about two miles up the road my clutch had burnt out and I had to retire. I did get to see the cyclists race past which I wouldn't have had a chance to do being number three so it wasn't all bad.

I managed to neck a load of water and a sandwich down (no dinner break on this duty) whilst our poor old motorcycle mechanic 'Joe the bike' scrambled to me with a spare bike allowing me to rejoin after about 30 minutes (It was always suspected that at least one of the bikes would go down due to the punishment they were getting)

I made it back to number 3 position and boy did I earn my money that day. You don't realize how quick these cyclists go and even though between junctions or stops I was traveling in excess of 70 – 80 mph I wasn't waiting too long before being bumped on by number 4.

200 km in 4hrs 40minutes, puts my 100 miler time to shame, but hey, they get paid for that, I generally ride my bicycle to eat cake.

I do consider myself very lucky, how many people can say that their profession, their work, their hobbies and their playtime can on occasions all be rolled into one?

Was this the most challenging thing I've done on a motorcycle? Yes.

Was it the most most fun I had? Too bloody right!!

Footnote* I do do some real work most of the time, really!!

Karl Hale

Picture on page 34

DID I JUST DO THAT?

I swear that this did NOT happen to me - honestly!

It actually happened to my friend Mick Tait back in the early sixties; I was just the witness.

We were due to go to Brands Hatch on the following Sunday and as per normal, Saturday afternoon was reserved for cleaning and “fettling” the bikes. I called round early evening on the Saturday to see if Mick was up for a ride, but when I arrived at his house, Mick was nowhere near ready and in a foul temper.

It transpired that he had washed and polished his bike in the morning, stopped for lunch, but found afterwards that he could not start it. Water in the electrics was the first thought, so he stripped the magneto down, cleaned and reset the points but it would not start. He checked the plug-leads, the plugs – including resetting the gaps and ensured that the “kill” switch was not sticking on.

Next thought was water in the petrol, so off came the side of the float-bowl and that was cleaned and the float needle too - all to no avail, the bike still would not start. He tried faulty fuel tap, blocked fuel pipe, even checked the oil. This led to the usual bogey – no bloody petrol, but no, the tank was half full.

Obviously, desperate measures were called for he surmised, and started to strip the engine. Off came the rocker box. He even went as far as to taking cylinder head off. Quite what he expected to find wrong even he couldn't say. He had been about to take the barrels off when he gave up.

In total abject misery he re-assembled the bike prior to pushing the bike round to seek help from a third-party; a truly humiliating action for a “60's Rocker” and proud member of the 59 Club.

It was then that he found the rag that he had stuffed into the carburetor bell-mouth to prevent any water getting into the engine in the first place.....!

Dohh!

Bryan Duncan

BREAKFAST RUN

1st December 2013

Promenade Café
The Pier
Southwold
Tel: 01502 722105

Run Co-ordinator: Nigel Chittock

Meet at Martlesham Tesco's car park – far left, **09:45** for **10:00** briefing and subsequent departure. **All riders must attend Briefing.**

Turn left out of Tescos then left again into Felixstowe Road.

Turn Right at Crown Point, right at roundabout to the traffic lights in Woodbridge.

Turn right to the Melton traffic lights and **turn right** again to the Sutton Hoo roundabout.

Turn left to join the **A1152** then **B1084** to Sudbourne.

Turn left to Snape where a **right turn** is made at the T jct

Staggered right then left over the **A1094** through Sternfield and into Saxmundham.

Turn right at the lights to Leiston on **B1119**.

Turn left at Leiston traffic lights along **B1122** through Theberton then turn right onto the **B1125** to Blythburgh.

Turn right onto the **A12** then right again onto the **A1095** to Southwold.

Turn left at the mini roundabout to the pier.

Please check the SAM Calendar and SAM Forum on-line for last minute changes/cancellations. On the Forum you will also find the routes as text, route cards, and on Google Maps / Streetview, along with a photo of the destination, so you can familiarise yourself with the route before the day.

SOCIAL RIDES

Please note that it is you, the rider, who is deemed to be in control of the vehicle at all times during an Observed Run and during all other Group activities and that the Committee of Suffolk Advanced Motorcyclists cannot and do not accept any liability whatsoever for any injury to person or damage to vehicle occurring in the course of any rally or other event organised by the Group. Any member attending such an event does so entirely at his or her own risk and must maintain their own insurance to cover any said injury to person or damage to vehicle and must be riding a road legal vehicle, having valid road tax, insurance and MOT certificate (if applicable).

Participants on S.A.M social rides are advised of the Events Committee's guidelines as follows:

- 🏍️ You will be expected to provide a suitable means of carrying a map of the route
- 🏍️ If possible, have breakdown cover for your machine.
- 🏍️ Be responsible for your own safety
- 🏍️ Rides will commence promptly at the published departure time.
- 🏍️ Have a FULL tank of fuel
- 🏍️ No more than 5 in a group.

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ANOTHER YEAR GONE!

Well that's another year just about done for the SAM Publicity Team and I would like to say a big thank you for the many that have helped our events run smoothly. We have spread the word about the virtues of being a SAM member and are pleased to say that we now have a few new members as a result, so well done everyone. Among the events we have attended are, Mototechniks Open Day, The Hadleigh Show, Felixstowe Bike Show, Copdock Bike Show and every BikeSafe event at Martlesham.

The Copdock Bike Show, I am sure, was bigger than ever with the SAM bike parking team doing a difficult job at times, as I was told. The SAM stand had a good selection of bikes on show, the list is below. Throughout the day we had a fairly steady amount of people asking about the Skills for Life programme and taking away info packs for consideration. Around 15 people signed up for the Ride Safe Day to be held on the 19th October so hopefully a few new members will come from that event.

On the Copdock Stand were the following bikes:

 Ducati Diavel	Roger Page
 Ducati Multistrada	Chris Smith
 Fireblade	Judy Chittock
 SACHS 650	Nigel Chittock
 Kawasaki GTR1000	Felix Oliver
 Tiger Sport	Steve Gotcha

During the last couple of events we have been collecting email addresses of people showing interest in joining SAM. Martin Drury is going to send out regular email updates to these people to remind them of our conversations and to invite them to either a group night or to sample one of our ride outs. We would also like to include in the newsletter some feedback from our current members in the form of a brief 'SAM Member Profile', especially from Associates and recent test passers. So, if you would like to share your pre and post SAM riding experience with potential new members, please let any committee member or your observer know and we will provide a short 'profile questionnaire' to make it easy for you.

I would like to thank Martin Drury for his considerable help this year at ALL the events we have attended. Apart from chatting to interested people, Martin has also taken on the responsibility of looking after the show material and

stand and of course getting it to and from the various events. The use of his Landrover has been essential!

So that's about it for the moment, lets hope 2014 is a good one too!

Paul Spalding

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prs@prspartnership.co.uk

Martin Drury

07595 277831

martindrury@gmx.com

IPSWICH MOTORCYCLE ACCESSORIES

HELMETS: SHARK, AIROH, DAVIDA, VCAN.

**CLOTHING: RICHA, REVIT, SPARDA, RAYVEN,
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MARTIN HOPP ADVANCED MACHINE SKILLS DAY.

PART 2

After lunch we got onto some serious stuff, i.e. braking. Hopefully our training ensures that any heavy braking moments are kept to a minimum. But if we ever find ourselves having to do an emergency stop, how do we know when we are at the limit of grip? Martin then went onto describe the main differences between the front and rear brakes such as number of discs, size of discs, number of pistons and calipers and why they work as they do.

I'm sure the footballers playing next door thought we were either mad or had suddenly turned religious because what followed was all 6 of us getting on our hands and knees, on an airfield, on a Sunday afternoon in a gale and heavy rain. And I was paying money to be there!

He then demonstrated that if you used your arms as a bikes rear swinging arm and placed your palms flat on the ground and used them as a tyres contact point, with your arms extended and pressure applied downwards, your hands could quite easily be made to slide towards you. Hence a rear brake is a trailing type of brake and thus liable to skid easily.

Place your arms near you, these are now representing your front forks, and if you push downwards onto the ground to simulate what happens when the front brake is employed, you find that it's almost impossible to push them away from you. Therefore the front brake is easily the most effective at its job by a long way. A really serious piece of kit!

Once we'd all got up and wrung our soggy gloves out it was time for Martin to demonstrate how easy it was to lock up a back wheel but still keep the bike under control. With his ABS turned off he approached at about 20-30mph, pulled in the clutch and slid to a halt in a straight line. Three of the bikes had ABS fitted, luckily mine didn't so I was able to have some fun and do the same. The riders with ABS got to feel what it feels like when the electronics take over with some pulsing coming through the pedal. This just proved that stopping from speed with only the rear brake really doesn't work.

Next was the exercise none of us were really looking forward to.....locking up the front wheel. Obviously we all know how to brake smoothly and effectively but we weren't going to do it like that, were we? Oh no. We were about to grab

a great big handful of brake lever with four fingers and “snatch” the brake as hard and fast as we could and then release it.. Without any weight transferring forwards onto the front of the bike it should then skid easily, unless you’ve got ABS, which I hadn’t.

Martin demonstrated the method and succeeded in producing a nice, straight little skid mark with no real drama. Cue nervous looks all round with a few murmurings of “I’m not really sure if I want to do this”. The ABS bikes went first and even they locked the front wheel for a fraction of a second until the electronics took over. Again, notes of how the pulsing through the lever felt were compared. The rain had eased up but the tarmac was still wet when my turn came round. I aimed for about 25mph, pulled the clutch in and went for it. The front dived more than I’d expected and I felt the front wheel lock up. I’d still got a bit of momentum so I repeated the process again and then again. When I turned round, Martin was standing there with a big grin and his thumbs up. I’d produced three lovely little skid marks on the tarmac and another one that he couldn’t see. It came out in the wash ok.

Our grand finale was to put it all together properly and do an emergency stop from speed safe in the knowledge that if we were to lock up then we could identify which wheel was skidding and correct it. Martin set out three cones for us to use as markers to guide us and we set off one at a time towards him. I settled for in-between 45 to 50 mph and hauled on the anchors. No drama, no skidding, just what I thought was a pretty decent first attempt.

“Ok, not bad, but you’re only using roughly 30% of the bikes braking capacity, brake harder next time” he said. Gulp! I did run after run, each time braking progressively harder, applying the front brake just before the rear brake, really getting the front tyre to bite into the tarmac with all the weight pushing down through the forks. The stopping distances were decreasing but surely the front would let go soon and start to skid. Not a bit of it.

My final run ended with Martin laughing “you’re getting there, the back wheel was well off the ground that time”.

I had braked harder than I’d ever dared to brake before, stopped in distances that I’d thought were impossible and felt in total control at all times. Given that the brakes are the most important part of a motorbike, why hadn’t I attempted to explore their capabilities before? The dexterity part of the course was enlightening and an essential part of everyday riding but the braking experience was incredible.

Now, over to you. When did you last have to do a real emergency stop? On your test maybe. Hopefully you'll never have to, but if you did would you know how hard you could brake without mishap or until the ABS cuts in? It's probably a lot more than you imagine.

Our beloved "How To Be A Better Rider" books states..."In an emergency scenario, you don't have time to practise, so correct braking technique has to be developed beforehand to the point where it is instinctive. Many local IAM groups actually run day courses to help riders practise this invaluable skill, make use of them".

At the moment SAM does not offer riders a facility where we can practise in a safe environment away from the public road. If they did would you be interested? I'm not sure what form of event could be arranged but I'm sure if there is enough demand then something can be organised. It might be the most important thing you ever practise on a bike.

If you are interested please let myself, Beverley, Derek or any committee member know.

Like I said, over to you.

Nigel Chittock.

STIMULATING READ

I am attaching an article from Ian Mutch that I think you will find a very stimulating read. You have Ian's permission to do so.

Ian is an intelligent, articulate and all round jolly good bloke who happens to be the President of MAG, the editor of its Bi monthly publication "The Road" and an East London Essex boy like wot I was. I ought to point out that I have supported MAG for years. It has come a long way in its 40 years of existence and is one of the most sophisticated pressure groups with a respected voice in both local and national government circles.

I hope you enjoy reading it.

Geoff Cadman

FAREWELL TO CYNICISM

We have choices in this country. We can parrot the tired clichés opposite and grumble defeatist noises down the pub like the vast majority, or we can get involved. MAG can't promise to win all the time but we do the very best we can and with the help of a few more of the motorcycle-riding population we will do a great deal more. Ian Mutch looks at the big picture. There are millions or people in this world who have very little say in how they are governed.

Many don't get to vote at all or have only one party to vote for. Under some sham democracies those who even organise opposition are intimidated or made to 'disappear.' Here in Great Britain, and this is a great country for many reasons, we have free speech, we have access to our politicians; anyone can walk into the Houses of Parliament and sit in on committee meetings if there is space. The police do not shoot protesters in the streets for shouting and waving banners. We even had protestors camped opposite parliament for years displaying banners calling our government murderers.

Whatever you think of those protests they prove one thing. As the world at large goes, we are very lucky to live in an extremely tolerant country. You can believe the sceptics who will tell you that our government is simply more subtle in the control of our society or that dark manipulative forces hold the real power that even governments are subject to in practical ways.

There has to be some truth in that but the fact remains that we can get rid of governments and regularly do. It is also likely that the kind of global self interest groups who clearly do sway governments have bigger fish than us to fry. There may be kabuls galore bending ears, greasing palms and issuing threats in the course of their elitist interests but you can bet your bottom off-shore dollar that they don't give a stuff about hiviz vests and super MOT's.

What MAG is up against is not any consortium of tax dodging oligarchs. There are some self-interested bodies like the vehicle test house lot that want the Super MOT enforced throughout Europe but they are hilariously transparent. No what we are not up against is hit men in dark glasses or the thugs of military dictatorships. We are simply up against a bunch of do-gooders out to save us from ourselves. These are people with strange priorities in today's precarious world.

Rather than tackle world poverty, war, famine or the time bomb of overpopulation, they choose to focus their energies on us. And who are we? A miniscule number of 'foolish' free spirits who want to ride on two wheels

instead of four and wear what we like while doing it. End of the world as we know it! Against the spectrum of world issues we are a but a pin prick.

The point I am moving toward here is that we do not have a giant wealthy enemy or Darth Vader to challenge. For the most part we are up against a rabble of poorly informed obsessive nannies. Nannies who feel it is their duty and destiny on earth to pass laws ensuring that no one does anything even an incy wincy little bit risky. Certainly nothing as mad as riding one of those pesky motorcycles which, had they only just been invented would not stand a chance of being allowed on the roads today.

We can defeat these people. We have voting power; we can be fearless in expressing ourselves in any form of media. With email we can communicate more easily than ever with our MPs or MEPs. We can even meet them face to face.

No one is going to come knocking on our doors at night to drag us off to a subterranean interrogation room. Our families will not vanish if we leave the country and criticise from afar.

Our tea is not going to be poisoned with plutonium. Why? Because we aren't that important. We aren't a threat to the people who use those kinds of tactics. We just want to ride our motorcycles.

So why do we still have so much trouble getting our way? Well the biggest reason is that the overwhelming majority of riders in this country and the rest of Europe and this is around 98% don't care enough or else don't think anyone will listen to them. Oh bless! The truth is they don't deserve rights, they don't deserve liberties, they don't deserve motorcycles and they don't deserve to live in a country like Great Britain. They certainly don't deserve to enjoy the efforts of an organisation like MAG. A group populated with volunteers of conviction who put so much of their energies into ensuring that the nannies do not win. People determined to go on enjoying these damn dangerous motorsickles for as long as there is a free spirit and an appetite for exuberance.

However we do not give up on them any more than we give up on politicians or give up on motorcycling. So get the pdf of this article from me email the road@mag-uk.org and send it to every rider you know who you think might, just maybe might say "OK I'll join." Then get them on line and watch as they join – www.mag-uk.org

Ian Mutch

The following is a reply to a letter that Ian sent

Dear Ian,

Thank you for contacting me regarding Motorcycles in an EU wide testing regime. I have discussed this issue with my colleague Jacqueline Foster MEP who is the spokesman on Transport & Tourism, her reply is outlined below.

“As a Spokesman on Transport & Tourism I have been strongly against setting minimum EU wide testing rules on motorcycles as the testing requirements voted on by the EU are simply too specific, and expensive for what is needed on this vehicle type. Furthermore I have not at all been convinced at the evidence provided by the Commission to have these vehicles included.

Motorcycles were removed from the report during the Transport Committee vote on 30th May. Unfortunately the situation changed on the 2nd July in Plenary, as a small majority of MEP’s supported including motorcycles in the final vote.

As you know, the UK already performs effective MOT’s for motorcycles, with first checks on vehicles after three years, and then every year thereafter, just like with cars.

Following this vote, the report as it currently stands with Parliament sets a minimum testing frequency of first checks being carried out after four years, then two years, and thereafter annually.

Following the vote, the report was sent back to the Transport Committee where it will enter discussions with Member States in order to reach a settlement. I estimate the start of these discussions to commence after the summer break. Rest assured that I will be doing all I can, along with my colleagues, to protect British interests and, in particular, our motorcycling friends.”

I can assure you that we will be monitoring the proposals and scrutinising any further developments.

Yours sincerely,

Marina Yannakoudakis, MEP for London

NB All references to parties have been edited from this letter as MAG does not wish to convey a party political bias. Members can of course google any names to find out which parties they are members of. It would be simple-minded to infer too much optimism from this letter. It does however convey evidence that this is an MEP who has familiarised herself with the issue and formed an intelligent view on it which happily reflects MAG’s stance.



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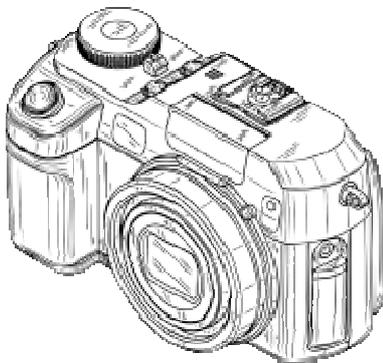
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PRACTICAL BUSINESS ADVICE

“THE SAM OBSERVER” COVER PHOTO

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



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

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



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

Mike Roberts – SAM Website Administrator

NOVEMBER'S EDITORIAL 2013



My only outing this month was to bring my bike to the Copdock Bike show on Sunday the 6th. The night before I had dragged the poor thing out and washed her down, polished the screen.

Last time I used the bike was to go to the SAM committee meeting and she has started missing a bit, sounds as if one piston isn't firing so took the tank off and checked the spark plugs, all good, moved the fuel tap back and forth just in case the any rubbish had worked its way in to the tap, that seemed to have a bit of an effect.

Sunday morning I got my Son togged up and we set off to the show, Not many people on the roads and a few bikes bumbling along, In Ipswich the traffic got heavier, and we got to the show ground in good time, was shown where to go. Found the SAM stand with Paul busily getting the stand sorted "would I put my bike over there" so I did.



We then wander round the show, and saw lots of stuff to buy and drool over, some were for some very specialist buyers. At lunchtime, I went and helped out with the parking, to be offered a roll with cheese or ham, hand made by our



leader, My son thought he had seen quite enough of the show and was collected by "Mum" after a phone call. Meanwhile I helped out and thousands

of bike just kept pouring in to the show ground. I was very surprised that half the bike were Harley Davidson's, They make a great sound as they "pop pop pop" away.

There were quite a few custom bikes, saw a couple of V8 mounted in a frame, one transverse and the other in-line, chap on the stand said the in-line is smoother to ride,



Safe Riding

Felix..

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Thank you

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

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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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MEMBER INFORMATION

A lot of useful information about SAM and its activities is available on our website. Below are some key links members will find useful.

CONTACTS

Contact details of SAM's Committee & Observers, complete with photographs so you can recognise everyone.

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

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

CALENDAR

Our online calendar with relevant links which can also be linked to your smartphone. Contact: Mike Roberts

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

OBSERVER ASSOCIATE CHARTER

What is expected of the Observer and Associate while preparing for the IAM motorcycle test. Contact: Derek Barker

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

CARING SAM

Our customer service & complaints procedures. Contact: Karl Hale

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

DISCOUNT SCHEME

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

<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

NOVEMBER 2013

Tuesday 19th **SAM Group Night.** Announcements at 19:30. followed by Guest Speaker Edd Abbott on WWII motorcycles

Thursday 21st **Theory Evening.** Come along and learn more about Roadcraft. 19:30. Topic: Gears & Acceleration

DECEMBER 2013

Sunday 1st **Breakfast Run,** Southwold Pier. Meet at Martlesham Tesco's car park – far left, 09:45 for 10:00 briefing and subsequent departure.

Tuesday 10th **Christmas Meal.** Fynn Valley, Tickets from John Sillett.

JANUARY 2014

Sunday 5th **Breakfast Run,** TBA

Tuesday 21st **SAM Group Night.** Announcements at 19:30 Followed by SAM's Famous Annual Quiz

Thursday 23rd **Theory Evening.** Come along and learn more about Roadcraft. 19:30. Topic: Overtaking

FEBRUARY 2014

Sunday 2nd **Breakfast Run,** TBA

Saturday 15th **Saturday Jaunt,** TBA

Tuesday 18th **SAM Group Night.** Announcements at 19:30 Followed by Guest Speaker

Thursday 20th **Theory Evening.** Come along and learn more about Roadcraft. 19:30. Topic: Planning & Positioning

OTHER DATES THAT YOU MIGHT WANT TO PUT IN YOUR DIARY

NOVEMBER, 2013.

Sat 23rd ~ Sun 1st **Motorcycle LIVE** (Carole Nash bike show)
Birmingham NEC

Thurs 31st ~ Sun 3rd **International Dirt Bike Show**, Stoneleigh Park.

JULY 2014

Sat 5th ~ Sun 6th **BMF National Road Rally**

NOTE FROM EDITOR

Please check the SAM Calendar & Forum for further details and for any changes after going to press. Especially in winter months when the weather can be unpredictable.

DISCLAIMER

The articles published herein do not necessarily represent the views of the Institute of Advanced Motorists or the Suffolk Advanced Motorcyclist Group. They are the opinions of individual contributors and are published with a view that free expression promotes discussion and interests.

NORFOLK ADVANCED MOTORCYCLISTS

3rd Thursday of the month, 19:30, at Dunston Hall, A140,
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