

The SAM Observer

November 2018



Registered Charity No. 1067800



IAM Group No. 7219

www.suffolk-advanced-motorcyclists.com

The cover photo was taken by Zoe Lee-Amies and is from the Llanberis pass in Snowdonia.

Mike Roberts did the cover picture editing and graphical work.



SAM Parking crew at Copdock Motorbike show
Steve Bingham

YOUR COMMITTEE

No Calls After 21:00 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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1 Apple Grove Wetherden, Suffolk IP14 3RB

CHAIRMAN'S CHAT

A very warm (ok a chilly), welcome to the November edition of the SAM Observer.

Firstly I would like to thank those who kindly volunteered on the Saturday, to mark the white lines for motorcycle parking in preparation for the Copdock motorcycle show, the following day.

Then to the actual event itself, a thank you to those volunteers who attend with the motorcycle parking itself, it was a slow start to the day with patrons, arriving initially in dribs and drabs. Until mid-morning then it was pretty much full on till about 13.30 or so. The weary band of volunteers then departed to the show itself. The show itself looked extremely busy, with some good events and demonstrations being displayed.

For the promotions team at the event thank you for all of your hard work at the show, must be one of the most successful for new enquires, well done every one.

For the last few years December's Group Night, has been a week earlier, This year Fynn Valley is booked up so we are back to the 3rd Tuesday which is the 18th, If you are unsure please check the SAM calendar. Thank you.

Cheers

Richard Ockelton





ASSOCIATE ONLY RIDE

This year an 'Associates Only' ride has been planned for Sunday 16th December 2018 meeting at Beacon Hill Services for a 09:30 briefing. There will be an in depth briefing on how to mark junctions and ride within a group just in case you have not done this before.

The ride will be heading to Bressingham Garden Centre, Diss, Norfolk. The ride is for breakfast only and a coffee stop at Beacon Hill upon your return.

This ride is to encourage both new and old associates to join in a group ride which will run at a leisurely pace. There will be no pressure to keep up and no one will be watching your riding. The route will consist of A and B roads, nothing too complicated but it will give you an opportunity to practice your skills learnt during your observed rides and the chance to meet other associates.

The ride will be guided by members of the ride leader team so no need to worry about how to get there and back. You will need to book your place before the event so we can ensure we have enough ride leaders to escort you round so email Sara Hale karlsarahale@btinternet.com to confirm.

NEW ASSOCIATE MEMBERS

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

Julian Underdown Richard Harvey

If anyone else has joined us and not had a mention yet, let the Editor know and he will put your name in the next Issue

IAM TEST PASSES

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

| | | |
|-----------------------|--|------------------|
| David Franklin | his Observer was | Richard Ockelton |
| Ian Leedham | his Observer was | Julian Harvey |
| Karl Grimwade | his Observer was | Geoff Scott |
| John Knight | his Observer was | Paul Spalding |
| Roy Crib with a F1rst | his Observer was | Dean Harris |
| Mark Hird | his Observer was | Dean Harris |
| Geoff Thorington | his Observer was | Richard Ockelton |
| Daren Lingley | his Observer was | Paul Newman |
| Delwyn Prentice | her Observer was | Derek Barker |
| Stephen Hart | his Observer was | Glyn Hill |
| Les Smith | his Observer was | Richard Ockelton |
| Alex Workman | his Observers were Kevin Brendish and Mike Roberts | |

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



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SAM THEORY EVENINGS

As most of you know, on the Thursday evening, directly after Group Nights, SAM holds its monthly Theory Evening. Based on an ever revolving subject list of important rider skills these nights are an informal evening of facts and lively banter all aimed at improving your ride based on the information in the Advanced Rider Course Logbook.

Each session covers one of the four main topic areas;

| | |
|------------|------------------------|
| Overtaking | Planning & Positioning |
| Cornering | Gears & Acceleration |

Mainly aimed at Associates going through the course, these evenings are also a good way for full members to brush up on their theory and add their experiences and questions to the session.

The great benefit of attending these sessions in the classroom means it saves time on the road, covering theory and has the added advantage of an opportunity to discuss any issues you may have generally on your Advanced Rider Course.

Derek Barker

SAM Chief Observer



SAM MEMBERSHIP FEES 2019

SAM membership fees are due in January. Not on the anniversary of your joining.

The current cost is £22 for single membership and £25 for joint membership.

If you have a current standing order with your bank for the correct amount, you need do nothing, your membership card will automatically be sent or can be collected at January's meeting.

SAM prefers that subs are paid by Standing Order and if you would like to pay your subs this way, contact your bank online, or fill in the form (available on SAM's website under Join Us) <http://www.suffolk-advanced-motorcyclists.com/sam-membership-renewal.html> and send to your bank.

If you wish to pay with cash or by cheque please fill in a SAM membership renewal form (available on the SAM website, under Join Us) <http://www.suffolk-advanced-motorcyclists.com/sam-membership-renewal.html> and either send this via post to me, my address is on the bottom of the form, or I will be at January's group night.

Thank you

Linda Barker Membership Secretary

TRACTOR V BIKE

Ever wondered if advanced riding really makes a difference to our safety? Am sure you have, and I'll admit to getting a satisfaction from my riding when avoiding a danger that I hadn't necessarily been aware of, such as the car that cuts the corner but my raised vision now allows me to see it early and take appropriate action to avoid the danger that might otherwise have led to an accident.

But for me, advanced riding is as much about a rider's attitude as it is about riding skills, though of course one without the other isn't much use. I have shared this story with a few SAM members and I thought I'd share it wider, a real experience that I know would have ended in a bad way without the positive influence of my old observer. He knows who he is so won't go overboard on the praise but think it's worth retelling this story anyhow.

Was around a year ago, and I am riding on some country lanes, making some progress, enjoying the excellent road conditions. Looking ahead I see a tractor approaching from a side field and from some distance I see that he clocks me too. Nonetheless he decides to pull across (from the left) forcing me to slow down to avoid a crash. So far, no wahala (as they say in Nigeria) but here's where things get interesting. 'Old Nick' as I like to describe myself in my less advanced stages of riding would have buzzed the tractor. I know this because I thought about it. Annoyed at his pulling out irrespective of my safety, I would have hugged the left side of the lane, and properly opened up as I flew past the tractor, literally buzzing his rear wheel whilst giving him a metaphorical finger (or worse) to make the point that I was none too impressed.

But that was 'Old Nick'. New improved Nick, thought about it, and remembered a few conversations I'd had with my observer who made the point that everyone is sometimes in a hurry. The guy was doing his job and ok, so he held up my progress for about 5 seconds, hardly the biggest crime in the world. So unlike 'Old Nick' I relaxed, eased off the throttle and thought "What the heck, can't be arsed with any of that nonsense".

So what is the point of the story, so far all I've done is lost the opportunity to buzz someone and added 5 seconds to my journey. Well the point here is simple. As I held off patiently(ish) waiting for the tractor to clear the way, I soon noticed what hadn't been visible earlier, he was towing a low level trailer and had I gone to buzz him, I'd have hit it full on at a considerable, possibly fatal speed.

Which brings me back to my original question. Hats off and thanks to all who do their part (not just the observing) in keeping a club like SAM going, and too right advanced riding can make a real difference and help keep riders safe. It kept me safe that day and am sure there are many others too who have similar tales.

Nick Braley

WEETING STEAM RALLY

I have a couple of pictures from Weeting steam rally where the promo team were earlier this year, the pictures are off Mike Nutt.

“Is there an IAM RoadSmart course for this.”

Glyn Hill



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KAWASAKI VERSYS 1000

Following on from my article about Orwell's Demo Day last month, where I mentioned that the stand out bike for me on the day was the Versys 1000, I went back to my archive of previous reviews to read what I had written when I rode the original back at the end of 2013. I was surprised to find that I hadn't written an article, just posed for some pics for the magazine cover.



Back then it was something of a novelty, being a sports bike engine in an adventure style package. Since then BMW have the S1000XR, while KTM and Ducati have similar models. I think it would be fair to say that for the first model Kawasaki had shaken the ugly stick at it. Sorry if you owned one, but beauty is in the eye of the beholder. Since then, the styling has been significantly updated into a very smart looking motorcycle.

My GTR was having a clutch master cylinder service kit fitted, as the clutch lever had gone all floppy again. While it worked OK, the feel was horrible and the likelihood was that it would only get worse. (It's got 56,000 miles on it now!)

So, having spoken with Mark in the sales department (he's determined to sell me a new bike! 😊) I took the demo Versys 1000 out for the morning.



Climbing onto the bike it is typically tall for this style of motorcycle but once settled in the seat I could easily get my feet flat on the floor. The bars are big and wide contributing to the relaxed riding position and meaning that minimal input is needed to the steering as you have so much leverage. That's something to remember if you have just jumped of a relatively slow steering sports tourer!

I started the test with a short stint on the dual carriageway and then on to my personal test route of the B1078. My first impression on the A14 was "Why do manufacturers still struggle with screen design?" Really, all the aftermarket companies should be out of business by now. The Versys has a manually adjustable screen, but even in the highest position I was getting severely buffeted. I wasn't expecting GTR levels of wind protection, as most bikes feel naked after it, but I was disappointed that a restyled modern bike suffered so. A quick check of the owner's forums and it seems to be a standard mod to fit an aftermarket screen. Looking at the options on the Kawasaki website I see they offer their own taller and wider screen.

So having got my main gripe out of the way, the bike is very impressive, from the comfortable riding position and big well-padded seat, to the amazing performance from the 1043cc engine. It just pulls like a train in any gear. It could easily have a 7th gear, or just make all the existing gears a bit taller. The gear change itself is silky smooth and down changes have the extra protection of a

slipper clutch. The handling is also superb. Holding a line through the corners is easy and tight bends are dealt with much more nimbly than my GTR.



Compared to many modern bikes it is lacking in a lot of electronic wizardry, but for me that is a plus. It does have two power modes (full and 75% with softer delivery) and 3 levels of traction control. The display is LCD and was reasonably easy to read, with nice big numbers for the speedo and gear, and a traditional dial clock for the rev counter. Yes a TFT display would be nice, but it all adds to the cost. Loads of owners/reviewers moan about the lack of cruise control but it is not something I miss. I spend most of my time on B roads with the occasional use of big A roads.

Lighting wise it does suffer from the Cyclops mode that seems to afflict so many bikes now. Maybe the next incarnation will be given the LED headlights from the new Z1000SX that work as a pair.

Something of a shock, the bike I was on had a mainstand. All models do now. Hurray! There is also the option of panniers that fit onto the grab rails without the need for all the pieces from your Meccano set. There is a full blown Grand Tourer model which comes with all the extras you'd expect: Panniers, topbox with back rest, pannier and topbox internal bags, fog lamps, tank pad, 12v socket, GPS mount, hand guards, and frame sliders. Strangely, heated grips are still an option.

Could I be tempted? Maybe. ☺ Though that missing shaft drive still niggles away at me. Thanks again to Orwells for the loan of the bike.

Mike Roberts



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2nd December 2018

Blue Egg
Braintree Road
Great Bardfield
CM7 4PY

Tel: 01371 811801

Meet at Beacon Hill Services, **IP6 8LP** at the junction of the **A14** and **A140** in good time for a **09:30** Briefing and subsequent departure.

All riders must attend Briefing.

Ride Co-ordinator: Rob Baker

Take the **third** exit from the roundabout into Needham Market and **turn right** into the High Street and follow to Stowmarket.

Take the **second** exit at the ICI roundabout, left at Pikes Meadow and across into Combs Lane.

On reaching Finborough Road **turn right** then **left** and taking the **second left** through Rattlesden and Felsham.

Turn left at Cross Green and on to Cockfield.

Turn right on the **A1141** then **left** onto the **A134**, around Long Melford and into Sudbury.

Follow the one-way to the **A131** to fork right at Bulmer Tye and on to Sible Hedingham.

Turn left onto the **A1017** then **right**, up the hill then **turn left** at the church through Finchingfield into Great Bardfield.

Turn left at the High Street and the Blue Egg is about a mile on the **left**.

RIDE CO-ORDINATORS AND RIDE LEADERS



RIDE CO-ORDINATOR AND RIDE LEADER

Chief Ride Leader Dean Harris

David Wood

Brian Ellis

Glyn Hill

Vini Evans

Robert Baker

Nick Braley

Richard Ockelton

Karl Grimwade

RIDE LEADERS

Ken Beckinsale

Tim Wash

Martin Drury

Mike Roberts

Trevor Read

Fred Sparrow

Eric Aldridge

Alex Jones

Nigel Pye

Adrian Tadman

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.

SATURDAY JAUNT

15th December 2018

The Copper Kettle

Kersey Mill

Kersey

IP7 6DP

Tel: 01473 827001 <http://www.thecopperkettleatkerseymill.co.uk>

Meet in car park behind B&M Home Store at Copdock, **IP8 3TT** in good time for **13:30** Briefing and subsequent departure.

All riders must attend Briefing.

Ride Co-ordinator Dean Harris.

Follow exits and join the **A14** eastbound to Felixstowe & Lowestoft

At **A14** junction **56**, take **A137** exit to Ipswich Central and continue down the hill past the ski slope

At the roundabout, turn right (**2nd** exit) onto The Strand, **B1456** to Shotley & Holbrook

Pass Fox's marina and under Orwell bridge and after about 2 miles take next slight **right** onto **B1080** to Holbrook & Stutton

At T junction **turn left** onto The Street, **A137** and then continue on through Brantham to Cattawade

At the roundabout continue straight on crossing the river and under the railway line

At next roundabout, **turn right** (**3rd** exit) onto Coxs Hill, **A137**

At next roundabout (Jet petrol station), **turn right** (**2nd** exit) to stay on **A137**

Head west on **A137** Wignall St, Harwich Rd for about 1.5 miles

Turn right onto Bargate Lane

At T junction **turn left** onto Long Road East becoming Long Road West

At T junction **turn right** onto Ardleigh Road, **B1029**

Take **next left** onto Birchwood Road, Lamb Corner

After about 0.75 miles **turn right** to stay on Birchwood Road signposted Langham

Cross over **A12** via the bridge

At T junction **turn left** onto Wick Road

At T junction **turn right** onto Park Lane

At T junction **turn left** onto Langham Lane

At T junction **turn right** onto Langham Road

At T junction **turn right** onto Straight Road

Turn **next left** after Fillpots garden centre onto Queen's Head Road, Boxted Road signed Great Horkesley

At T junction **turn right** onto The Causeway, **A134** and head north for about 8.5 miles toward Sudbury

Pass through Newton Green past the golf course

Turn **next right** onto Valley Road signposted Waldingfield & Lavenham

At the roundabout, bear **right** (**2nd** exit) onto **B1115**

Continue onto **B1071** to Lavenham then through the High Street. **A1141**

Turn right onto Preston Road at end of Lavenham High Street

Continue on Preston Road for about 3.5 miles

Turn right at Brettenham village sign on to Bury Road signposted Hitcham & Bildeston

Head southeast on Bury Road for about 2 miles and continue onto Balls Hill

Turn right onto **B1115** at the White Horse (ex PH)

Continue through Hitcham & Bildeston toward Hadleigh for about 5 miles

Turn left at Kersey Mill for Copper Kettle Tea Room

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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.

Please watch our light hearted video with a serious message explaining all of the above.

<https://www.youtube.com/watch?v=KRMd-dQHZWg>

DEREK AND GRAHAM TEST THE TRIUMPHS OFF ROAD.

Ever wondered about the off road abilities of the current raft of adventure bikes, well I have especially the Triumphs.

Some years ago I did go on a BMW off road skills course and found it very helpful with many of the skills being transferable to your road bike.

Now Triumph have a Triumph Adventure Experience in the Brecon Beacons in South Wales.

Graham Parker and I both being Explorer riders decided the best way to take a big 250kg bike off road was to do it while under supervision and on someone else's bike!

So we signed up.

The Triumph Experience allows you to have all the thrills of off-road riding with a whole range of immersive and fun riding experiences designed for riders to build or enhance their off-road capability and skills. They cater for all abilities, from absolute beginners to advanced off-riders.

Located in South Wales at the foot of the Brecon Beacons, you'll have lots of unforgettable riding experiences on dramatic natural terrain and stunning scenery with 360 degree views riding the latest generation of Triumph Tiger and Bonneville Street Scrambler motorcycles. Advice and guidance is provided from an experienced team of instructors who will maximise your skills and techniques from start to finish.

The facilities include a multi-terrain arena, fully equipped adventure centre; incorporating classroom, briefing room, and refreshment area.

These are the things that we covered:-

- 🏍️ Overview of bike features
- 🏍️ Low-speed control
- 🏍️ Braking
- 🏍️ Hills (basic)
- 🏍️ Trail riding
- 🏍️ Momentum techniques

- 🏍️ Ruts
- 🏍️ ABS, traction, riding modes
- 🏍️ Intermediate bike control
- 🏍️ Ruts, burns, water crossing
- 🏍️ Advance Hills
- 🏍️ Braking turns / skids
- 🏍️ Pre-loading / lighting the front end
- 🏍️ Braking Downhill
- 🏍️ Intermediate trail riding

The way the training is delivered is progressive, so you start with the basics, slow speed handling, riding around cones on a muddy surface, picking the bike up, slow speed turning, leading to braking techniques. This is all before coffee on the first morning.

We then learn how to use the rear brake to do the car equivalent of a hand brake turn and wow what fun that is.

Before lunch we did the first few small hills learning about momentum and I just cannot believe how agile these great big machines are in mud and loose gravel, I've chosen to ride the Tiger 800XC for the first session just to get my sea legs the offer of the Explorer is there but the 800 is fun enough for now.



After lunch we start riding some trails with ruts learning the way to choose which one and how to stay upright when you wheels are in the rut. This was always easy on my own Yamaha off road bike as it was light in comparison with these Triumphs, once the Triumph is in a rut you have to stay there until it ends, or you can easily fall.

We progressed to some small hills and it was just flowing well the scenery was amazing and at the end of the first day I was exhausted but really was amazed what I'd achieved as was Graham.

Day two the Instructors brief us that we now will ride some trails to pull together all our day on leaning!

We learned how to go up and down hills with rocks and slippy mud that believe me I thought were impossible, on downhill you pull in the clutch lean back and use the front, yes front brake to slow you. It's amazing if you use the front brake smoothly how slow you can keep the massive bikes.

Uphill you have to get the momentum on approach as often the hill is slippy and applying more power on the way up causes the rear to spin and eventually the bike grinds to a halt. When the ascent fails we were taught how to recover the bike on the hill, making use of the clutch and slowly reversing back across the hill to the side before turning and coming back down, easier said than done.



As the second day progressed the trails go more challenging but as long as you followed the techniques you could cope. Yes I had a few tumbles, just the four, but they were all low speed and as I was equipped with the Triumph off road riding kit there was no harm done.

We achieved all the objectives and the experience was grin factor ten, it's amazing what these big bikes can do and they are surprisingly nimble even in the sticky mud.

The course we did was the two day level two, but they do many others using Explorers, Tiger 800s and a scrambler day.

Give it a go it's fun!

Derek Barker



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AND THE WINNER IS...

As you all know the Chiefs challenge had a special prize for third place, and this was breakfast for two for you and a friend with the Chief. Some would say this was far better than £200 pounds worth of vouchers and other less generous would call it a booby prize.



The winner was Graham Catchpole strangely an ex associate of mine from 2012 and he chose to bring along his cousin in law Phil Fisher another SAM member.

Graham chose Posh Pigs, now what a shame, so on a lovely sunny end of October day we pigged out. A good time was had by all as the pictures below show.

If you liked the challenge this year let me know and I'll see what I can dream up for next year.

Derek

SAM Chief Observer.



THE OLD BLACKBIRD

It has been months since I wrote the last instalment of “The Old Blackbird” sorry for agony I’ve caused you all waiting around to hear what tyres I eventually decided to fit to the bike. Here’s an update from me on what’s been happening. I’ve sent a picture of the Bike on the A5 in Wales whilst on a trip I took back in April and I hope Felix has managed to get it in the Mag somewhere and if he’s low on articles and desperate for material then unfortunately you’ll be reading this as well!

Talking of unfortunate, life really did “get in the way” as they say, for me this year, and it all started in early February when at work I fell approximately 18ft backwards headfirst onto a concrete floor due to a Steele handrail deciding to snap clean off in my hand with gravity doing the rest. Thankfully the concrete floor wasn’t damaged at all my head on the other hand was a different matter. My team at work were amazing, acted quickly and got me to Ipswich A+E in a flash where I was grateful to be treated immediately by the Emergency room doctors and nurses although gratitude wasn’t going through my head as I peppered the air with a variety of Anglo Saxon words and phrases as my head, neck and chest were strapped down solid so they could x-ray me and wash the rust and fertiliser out of my eyes with 2 litres of saline solution (salt water, rust and fertiliser in both eyes Wow what a lucky boy I was!). As you can imagine I could go on for pages at this point so to cut long story short, my eyes still work fine but my skull was fractured in two places and everything else was bruised and battered. Even worse, I couldn’t ride for 2 months possibly longer, throw in a house move in July and Nebosh examinations in September, all great fun! But it could have so much worse.

I did what I had to do to recover physically and mentally and as a result I only had 2 long months off the bike due to the accident and head trauma, it took a while to get back into the swing of things and I can remember thinking when I first swung my leg over the bike “if I can’t keep this thing in a straight line” but Patient as ever Saint Dean, my Observer, brought me kicking and screaming up to test standard and on the 6th October I passed my IAM test Hurray !! (The club support was amazing thankyou).

As for the bike, the Michelin road pilot 4’s are doing very nicely and it probably won’t be long until a new pair are needed. I’ve had the steering head bearings and wheels bearings replaced and I carried out a service in the summer and a new wax unit is at home waiting to be fitted along with a few other parts. I’ve been

slowly replacing the tatty aftermarket bits with less tatty genuine bits as I like the genuine stock looking bike but its 18 years old now so it's going to have the odd battle scar but if I'm honest I quite like the used and enjoyed look after all that's what it's there for.

It's nearly 2 years since I bought the bike and it's been such a reliable machine living up to its name and of course it's needed things replacing like anything with moving parts, things wear out but buying the bike is the easy part, its running a bike that requires a little more commitment. It is a truly great bike to ride and the experience is awesome there are no rider aids like ABS traction control or ride modes and suspension settings no fancy multi-function this and that, you have to concentrate on what you're doing, you can just grab a handful of throttle coming out of a slow tight corner, well you can but you'll need fresh pants on standby in the tank bag.

That said (or written I'm never sure quite how to put it) there's no getting away from the fact that after the 5 hour bell has been rung its starting to feel small and uncomfortable and I know all about it. There was a picture taken of me on the Associates Day run earlier this year (the one when it was persisting down) and I stared at it and grumbled to my wife '*it looks like im riding a 125!*' I imagine at some point in the future I might decide to buy a tourer of some sort but something punchy as well as comfy and then if the Old Blackbird starts to gather dust I'll pass it on to someone who'd get more out of it. Just thinking and writing that makes me a little sad as I feel I've got a connection and a story with my bike as I'm sure so many of you do.

So that's all for now and this is the third article I've written for the club magazine and every time I start writing, I promise myself it will be a factual, sensible and well-constructed account of me and my motorbike with no airy fairy bits draped all over it. The finished article on the other hand always ends up reading the complete opposite, so that's the only way I know how to write, there I've said it. So if you see me out on a club run or perhaps raising an eyebrow at the cost of a pint of Guinness in the new club house let me know if you enjoyed my writing and if you didn't enjoy it please keep it to yourself as I can't bear the embarrassment !



Roy Cribb

EDITORIAL



Now the clocks have gone back, most of us struggling to change the clocks on our trusty steeds, Hands up anyone who had to look at the instruction manual, and the winter is looming fast, the weather is about to turn cold.

This month I have had an AGM with my other bike group, so left home at 11:30ish, and headed towards Thetford, on the A1088,

when it started to rain. And rain, and rain... Crossed the A11, and joined the A134 to Mundford, turning off after a few miles to Crimplesham, a small short cut to join the A10, A1122, over the Great Ouse River, A1101, to Wisbech and to the meeting. Oh did I mention that it rained...

Afterwards I had an argument with Google maps as I use this for my satnav, I wanted to go to Bury, in my mind its across on the country roads, but no Mr Google wanted to send me down the A14... I set off on the A141 through March to Chatteris then joined the A142 to Ely though to Mildenhall on the B1102, A1101 to Bury.

When I finished in Bury it was still raining and winkled my way home getting back at 6ish, longest trip I've done on the bike this year covering 180 ish miles.

In my radiator rebuild I must have got the wires mixed up on the power socket as my phone charger started to smoke rather alarmingly...

Safe Riding **Felix..** Editor

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THANK YOU

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

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

CLOSING DATE FOR COPY FRIDAY AFTER CLUB NIGHT

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

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

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

ADVERTISE IN OUR MAGAZINE

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**3rd Monday of the month, 19:30, at Dunston Hall, A140,
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|------------|---------------|--------------|
| Chairman, | Rob Chandler, | 01493 730409 |
| Secretary, | Alex Mason, | 01603 716735 |

MEMBER INFORMATION

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

CONTACTS

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

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

CALENDAR

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

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

OBSERVER ASSOCIATE CHARTER

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

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

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Our customer service & complaints procedures. Contact: Brian Ellis

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

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Proof of identity will be required to be shown. (e.g. Current IAM/SAM membership cards). Save your membership fee, and more, by using these retailers who give a discount to SAM members. Contact: Dean Harris

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

ADVERTS

Got something to sell? Want to see what other members are selling? See our online adverts section. Contact: Mike Roberts

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

SHOPS

T-shirts, sweatshirts, fleeces, hats, and more are available from SAM's two online shops. Contact: Mike Roberts

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

FORUM

All the latest news and discussion on all things SAM and motorcycle related. Have a read, and then register to join in. Contact: Mike Roberts

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

SAM EVENTS FOR YOUR DIARY

NOVEMBER 2018

Saturday 17th Saturday Jaunt The Case **CO10 5LD** Meet at Beacon Hill **IP6 8LP** in good time for **13:30**. **All riders must attend Briefing**

Tuesday 20th SAM Group Night. In the new building. Announcements at **19:30** followed by, Guest Speaker. Andrew Jackson, from SERV Suffolk & Cambridge <http://servsc.org.uk> Bar and restaurant serving all types of food/drinks including teas and coffees.

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

DECEMBER 2018

Sunday, 2nd Breakfast Run Blue Egg, **CM7 4PY** Meet at Beacon Hill Services **IP6 8LP** at the junction of the A14 and A140 in good time for **09:30** Briefing and subsequent departure. **All riders must attend Briefing.**

Wednesday 5th SAM Committee meeting 19:30. Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich **IP5 1JF**

Saturday 15th Saturday Jaunt The Copper Kettle, **IP7 6DP** Meet in car park behind B&M Home Store at Copdock (**IP8 3TT**) in good time for **13:30** Briefing and subsequent departure. **All riders must attend Briefing**

Sunday 16th Associates only ride. For more details please see the September edition of "The SAM Observer" magazine. Contact: Sara Hale to book your place

Tuesday 18th SAM Group Night. In the new building. Announcements at **19:30** followed by, Guest Speaker, Bar and restaurant serving all types of food/drinks including teas and coffees.

NOTE FROM EDITOR

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

DISCLAIMER

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





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WHERE WE MEET

