

# The SAM Observer

September 2011



IAM Group No. 7219



Registered Charity No. 1067800

# 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! - One entry per person please.



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.

Winner of the August's Caption Competition was Paul Spalding

**“Well it wasn't raining when I parked the Bike”**

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!

This month's picture was provided by Rodger Welham taken on the Associate ride,

If you would like your picture here please send them in.



# Your Committee

No Calls After 9pm Please

## Officers

Chairman	Beverley Rudland	01473 401362
Secretary	Martin Andrew	01473 614057
Treasurer	Judy Chittock	01473 737356

## Committee Members

Vice Chairman	Karl Hale	01359 241552
Minutes Secretary,	Nicky Clouter	01473 252453
Associate Co-ordinator	Susan Smith	01206 251946
Membership Secretary	Linda Barker	01473 327555
Chief Observer	Derek Barker	01473 327555
Editor	Felix Oliver	07712 649860
Webmaster	Mike Roberts	01473 718915
Buddy Co-ordinator	John Morgan	07969 158998
Buddy Co-ordinator	Tim Harrington	07725 914012
Publicity	Bill Dunham	01473 659449
Publicity Co-ordinator	Nigel Chittock	01473 737356
Publicity Co-ordinator	Paul Spalding	07879 844618
Events	Chris Smith	01206 251946
Events	John Sillett	01473 219488
Committee Member	David Rudland	01473 401362
Committee Member	Rob Day	01449 737551

## Senior Observers

Rob Day	01449 737551	Mike Roberts	01473 718915
David Rudland	01473 401362	Karl Hale	01359 241552
Chris Smith	01206 251946	Chris Jackson	01787 315628
Richard Toll	01473 401363	Bob McGeady	01728 832595

## Observers

Carolyn Barnes	07802 725093	Martin Leach	01473 717713
Paul Newman	01473 735508	Stephen Milbourne	01473 462024
Steve Gocher	01473 430643	John Morgan	01473 711699
Tony Chyc	01206 231782	Simon Phillips	01473 830671
Paul Griffiths	07734 557897	David Schofield	01449 741762
Leia Dowsing	07841 699081	John Sillett	01473 219488
Ralph Fogg	07986 859848	Ray Spreadbury	01379 674632
Lee Gage	07732 753623	John Van-Eyk	01449 722081
Nick Lambert	01394 271540	Stuart Young	07931 350799
Ruth Elmer	07920 848284	Luke Milbourne	01473 462024

## I.A.M. Examiners

Bob Gosden	01473 716873	Kevin Stark	01473 310504
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# Contents

Caption Competition	2
Chairman's Chat	5
Secretary's Scribbles	6
Caring Sam	8
New Observer	8
New members	8
Associates Ride	8
20 <sup>th</sup> Copdock Bike Show	10
Call for Observers	11
Fuerteventura	12
What are you waiting for	15
October's Breakfast Ride	16
Look in the Classifieds	17
BMF Conversion Scheme	18
Dear Sam	19
Paul's mega Ride	20
Pictures From Rumbles	28
Bikesafe	30
Publicity page	31
M/c Dexterity & Control Days	32
SAM Discount scheme	33
SAM's Regalia	34
Editorial	37
Our Venue	41
Observer Associate Charter	43
Sam Dates	44
Other Dates	45

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

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charity – No. 1067800*

## Editor

Felix Oliver  
Bowman's Barn,  
Back Street, Gislingham.  
Suffolk  
IP23 8JH  
Tel: 07712649860  
[editor@suffolk-advanced-motorcyclists.com](mailto:editor@suffolk-advanced-motorcyclists.com)

## **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.

## **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.

## **All Official Correspondence to:**

Martin Andrew  
Lieblings  
Through Jollys  
Kesgrave  
Ipswich  
IP5 2XT

## **Annual Advertising Rates:**

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

# Chairman's Chat

Welcome to the September edition of our SAM magazine.



Firstly, I would like to extend a huge vote of thanks to all those who helped make the August Group Night celebrations such an enormous success. It was marvellous to see so many past and present members chatting and reminiscing, whilst Neil Morley, his wife Lynne and fellow musician Doug, collectively known as 'Mixed Emotions', provided a delightful selection of music on their 'Cello, Guitar and Keyboard.

Knowing how many members enjoy a piece of cake, I was pretty sure a celebratory cake would go down well and I wasn't wrong! Within a few minutes of our founder members, John and Jenny Maddox, doing the honours of cutting the first slice, there was nothing more than a few tasty crumbs remaining; my thanks to Nicky Clouter for providing an equally scrumptious Apple and Sultana Cake.

As always happens at Group Night, I didn't get the chance to speak to as many people as I would have liked but I was very pleased to catch up with my long suffering observer, Peter Crapnell, from way back when. I often wonder if there is any significance in the fact that I was his last ever associate?

Looking to the future, there is every indication that October group night will be a very entertaining evening as we are expecting Kevin and Julia Sanders to be our guest speakers.

Kevin and Julia are husband and wife motorcyclists who are noted for their overland, long distance riding. They hold two Guinness World records and when they are not on one of their expeditions, Kevin works as a Chief instructor and Director of BMW rider training. Kevin and Julia last visited SAM in 2005 and although I can't remember the exact date I do remember it was a truly inspirational evening, so put the date in your diary right now, Tuesday 18<sup>th</sup> October 2011.

Whilst you have your diary out, I'd ask you to make another note. Unfortunately there will **not** be a group night in December. The December group night has been at the centre of many Committee discussions over the years; we have tried a variety of different formats for the festive meeting but,

in short, it has always been very difficult to attract the usual number of members at this busy time of year. Yes, even the year I enticed you all with 'Bev's big knickers' game! In recent years the pressure of selling the number of Christmas meal tickets that Fynn Valley requires has proved very demanding; we do not have the option of our usual group night at Fynn Valley and therefore the Committee has reluctantly decided to cancel the December group night. The Committee is currently mulling over the idea of a Christmas 'Brunch' run instead so I'll keep you posted as and when further details are available. Sorry for any disappointment caused and sorry for mentioning 'Christmas' in September!!

Let's get our minds back to motorcycling: I hope you enjoy the rest of the magazine. Why not check out the Breakfast run and make the most of these last days of summer ?

As I always say, remember the System. (IPSGA).

With best wishes,

Beverley

## Secretary's Scribbles

September 2011

If you've not yet seen it, then go to the SAM website ([suffolk-advanced-motorcyclists.com](http://suffolk-advanced-motorcyclists.com)) and go to the forum and look at the video posted by Mike Roberts under the discussion entitled: "Why good mirror work is so important".

If you haven't seen it yet, it's a short clip of on-bike footage of Mike (taken by David Rudland) entering a 30 m.p.h. limit and being overtaken by a driver, who obviously doesn't like the imposed speed limit. I had a similar experience last week, (not filmed) when a "gentleman" obviously thought he was too good a driver for the 50 m.p.h. limit and double white lines on the A12 near Glemham Hall.



So it came as a surprise (I think not) to read the results of a survey, sponsored by Direct Line Insurance, where 800 drivers were asked to rate their own driving and 98% thought they were better than average! With so many good drivers about, who needs the IAM? Problem sorted eh?

Obviously my tongue is stuck firmly in my cheek as I write this. The problems we have as SAM members are twofold:

Firstly, how do we persuade our motorcycle riding friends and family that maybe they are not really the above average rider they think they are, and to come along to SAM to find out.

Secondly (and this may offend some), how do we convince ourselves that despite taking and passing the IAM's test, that we might not be as good as we sometimes think we are?

I'll be the first to admit my guilt....

A few days ago I was riding on a 40 m.p.h. controlled two lane main road within Ipswich. The inside lane was very busy but moving fairly well and almost at the speed limit. I was using the "lane of least resistance", i.e. the outside lane which had no traffic in it at all. I was at the speed limit and slowly overtaking the slightly slower vehicles in the inside lane. As I was passing a silver Suzuki Swift, the driver "suddenly" decided to come into my lane. He (or she) seemed to aim straight for my back wheel. Luckily I was in the right gear and a slight twist of the throttle shot me ahead of the impending collision. When my heart returned to its correct location (from my mouth), how do you think I felt?

Angry? Yes partly, but with myself, but mainly embarrassment. How did I miss the signs that should have told me the Suzuki was coming out? There must have been some (I'm sure there wasn't a flashing indicator). I guess I'd slipped into a false belief in my own abilities....I must do better in future.

Now it's your turn. Are you as good as you really think you are?

Safe riding.

Martin.

# Caring Sam



We at SAM like to pride ourselves on having a very good and highly regarded club. We know when things go right but how will we know if they do not? This is something we would like to address and our Vice Chairman Karl Hale, as part of his role is now appointed customer service / complaints point of contact. If there is something that is lacking with the club or something you as a member (associate or full) have experienced within the club and would have rather not, please contact Karl.

Your views can then be brought to the attention of the committee or dealt with more discretely. Either way you will be informed of the plan or outcome. You can contact Karl on 01359 241552 or email [vicechairman@suffolk-advanced-motorcyclists.com](mailto:vicechairman@suffolk-advanced-motorcyclists.com)

## New Members

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

Michael Davis, Bernard Dillon, Darren Fellowes, Robert Farthing,  
Yvonne Butler, Helen Oliver.

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

## Associates' Breakfast Ride Sunday 21st August

Went on the Associates' Run today. I went on the run organised by Keith Gilbert last year in which we set off in groups and toured the region stopping at four or five places for tea etc. Was expecting the same thing again, but no, this one was organised by Derek Barker and we had to work this time! He had arranged an observer for each associate and made it a proper observed run.



Derek called the observers into a huddle for a briefing and then did the same with the associates. After telling us what was going to happen he told us all to pick an observer to ride with. That took me back to my school days when the boys were told to cross the hall and ask a girl to dance. After a few moments hesitation there was a scramble for the pretty ones. Observers chosen, we all set off separately and met up again at Sizewell cafe.



After some tea and lazing about in the sun, we all set off for home. Derek had laid on perfect weather for the occasion and in the end it was a nice relaxing morning out on the bike.

Rodger Welham.

# 20<sup>TH</sup> Copdock Bike Show

## Motorcycle Parking

2<sup>nd</sup> October

You may or may not be aware that for the last few years SAM has been organising motorcycle parking at the Copdock Bike Show for which SAM has received generous donations (totalling £2750.00 to date) from the Copdock Classic Motorcycle Club, these donations have been used to promote the IAMs Skills For Life program which in turn is helping to make Suffolk's motorcyclists safer on the road.

We could do with a few more helpers this year so if you would be willing to help on the day please contact David Rudland on 01473 401362 or email [rudland\\_d@hotmail.com](mailto:rudland_d@hotmail.com)

## Membership Fees for 2011

**Full Member £20.00**

**Associate £139 - Skills for Life**

Includes the current issue of "How to be a Better Rider" and your IAM Test fee for new members.

Expenses to Observer for observed rides is £10.00

**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.

# A Call For Observers

Group Observers are a valuable asset to the club and give of their time freely, in the interests of improving Motorcycle Road Safety.

A number of you have expressed an interest to myself and various other Senior Observers about becoming a Group Observer.

Before you grab the phone and call, let me give you some of the facts.

Being an Observer for SAM requires the following qualities:

You need to be:-

- ☘ Committed to improving the standard of riding for both yourself and others.
- ☘ Have very good communication skills.
- ☘ Have a good knowledge of Roadcraft and be able to explain the concepts of it to people from all backgrounds.
- ☘ Be riding at least the standard of the IAM test.
- ☘ Be a fully paid up member of the IAM.
- ☘ Have loads of patience.
- ☘ Be able to give freely of your time to attend regular refresher training sessions with Senior Observers, support theory nights and Riding Dexterity days.

So the training process, after an initial assessment of your riding , you will need to commit to attending three evening classroom training sessions of around 2 hours each, one to include an exam on the highway code and Roadcraft, (between November and January); pass 9 Scenarios in three on-road sessions with a Senior Observer, and finally an Observer test.

If I have not put you off by now and you are now even keener give me a call on 01473 327555.

regards

**Derek Barker**

SAM Chief Observer.

# 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 / 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.

## Fuerteventura, trail riding experience.



On a recent family holiday I dragged myself away from the all inclusive sun bed experience for a day of 'adventure' trail riding. Having done a bit of research beforehand I rang a couple of contacts on the Island and booked with Backtrax.

Mandie and Nigel have been running Backtrax for 3 years and have a stable of 5 Suzuki DR-Z400's.

This volcanic Island is 100km in length and has many miles of tracks crossing it. The volcanic peaks of the Island are over 400m above sea level with fantastic plains stretching as far as the eye can see. With stunning coastal views and unspoilt villages to discover at every turn, the road network itself makes Fuerteventura worth a visit. The Island's roads have been extensively improved over a number of years (like many in Spain) – EU investment has been well spent on providing some superb bike riding roads! A new highway is currently being built from the northern part of the Island.

Having hooked up with another rider (Mark Taylor from Edinburgh), we met up at our rendezvous point at 9.00am in Gran Tarajal to be picked up by Nigel and Mandie who drove us to their HQ in Pozo Negro which is a tiny coastal fishing village on the Eastern side of the Island. The village hosts a small backpackers hostel where many riders visiting Backtrax stay overnight at extremely reasonable rates (including food).

After toting up in all the provided safety gear, we were off and up into the surrounding hills as the two of us got comfortable with the bikes. I was very much the novice and took up the rear position hoping to learn a thing or two from Nigel and Mark (who had some off-road motocross experience). The Suzuki is a very capable work horse which is able to cope with all the terrain we dealt with during the day. Nigel navigates around the Island, 'skirting' the towns and passing over the tarmacked roads using a variety of trails, tracks, mountain passes and dry river beds.

The bikes obviously kick up the Islands volcanic dust but this is quickly swept aside by the ever present trade winds that the Islands are so famous for. Climbing higher and higher we reached our first vantage point and looked down in awe across the plains below criss crossed with a labyrinth of tracks.

Riding along these tracks, some of which are routinely 'planed' and offer a very comfortable ride, was fairly easy. Others crossing small dry river beds with rocks and small ravines where the road has been washed away by the mountain rains were rather more challenging! There were occasions that as a complete novice to off-road riding I was probably at the limit of my ability but I really enjoyed the more technical parts of the ride that Nigel selected for us.

We stopped regularly to take a breather and admire views that few tourists to the Island will ever experience. The Island also has many hidden treasures that the sun-worshipping tourists will never see. It offers a fantastic, almost 'lunar' landscape, steeped in history and reminded me of my favourite film 'Mad Max'! As we progressed Nigel pointed out many of the natural and historical

features of the Island, but ultimately this is day is about 'riding' with a quick glimpse of the scenery.

Backtrax offer taster sessions for holiday excursions through to serious MX riding. Their main business is riders coming to the Island for the trail riding, with many people returning routinely for the Fuerteventura experience.

To sum up, the day is customised to suit your ability, all gear is provided although you may like to take boot socks and suitable clothes that you can throw away afterwards! The trips are aimed at motorcyclists not day trippers, although I'm sure Backtrax could do a 'softer' tour if you wished. Fuel and lunch was included. Our day trip started at about 11.00am and finished around 5.00pm, we completed 181km with only a few on sealed road surfaces and these were mostly through the small coastal towns and villages. Fuerteventura has a temperate climate and is an ideal destination for a quick fix of winter sunshine, when combined with motorcycling is the perfect recipe for a short break.



There are obviously some risks if you take a tumble; this is an 'off-road' experience in rough terrain. Check that your travel insurance will cover you for this activity. It can be physically demanding, you may need to stand up and ride in some places to allow the bike to make its way through rough terrain.

I went with the aim of experiencing some different riding conditions – off road technique is very different to road riding, but IPSSGA still applies. The information comes thick and fast including mountain goats and suicidal chipmunks! Having ridden throughout the day on all manner of road surfaces I'm sure this will help my road riding and confidence.

If this has whetted your appetite, then contact Backtrax via their website [www.backtrax1.com](http://www.backtrax1.com). I'd love to have an excuse to fly back and have another go if anyone is interested.

**André Castle**

[andre@acersafety.co.uk](mailto:andre@acersafety.co.uk)

# What are you waiting for?

We all know how frustrating it is to have to wait for something - be it a bus, driving test or stuck in a traffic jam, hence the joy of filtering!

Last month, the NHS Organ Donation and Transplant organization took waiting as its theme for National Transplant Week. Its aim was to ask everyone to help reduce the waiting time for desperately ill people to receive an organ. The reality is that on average an individual has to wait about three years for a life saving organ transplant. A few facts illustrate the challenge and show how you can make a difference.

👉 8,000 people in UK waiting for a transplant. 👉 An average of three people die every day in the UK before a suitable organ can be found. 👉 You can help save lives after your death. 👉 One organ donor can save up to nine lives and many more can be helped through the donation of tissues.

The organs required are kidney (highest demand and these patients make up 85% of waiting list); kidney and pancreas; heart; lung; liver; and eye cornea.

Anyone can register to be a donor. Age isn't a barrier to being an organ or tissue donor and neither are most medical conditions. People in their 70s and 80s have become organ donors and saved many lives whilst the oldest recorded cornea donor was 104 years old. This means most members of SAM are able to be a donor. Linda and myself have registered.

There are currently over 18 million people on the Organ Donor Register and you can join them. In the 12 months to April this year, a record number - 3,740 organ transplants - took place in the UK. With your help, the number can continue to increase.

It's simple to **join the Organ Donation Register** by:

👉 Going to [www.organdonation.nhs.uk](http://www.organdonation.nhs.uk)      👉 Ringing 03001232323.

👉 Texting SAVE to 84118

Even if, like me, you carry a donor card, you should still sign onto the NHS Organ Donor Register to make a lasting record of your wishes.

Remember, it is important to discuss your donation wishes with those closest to you so that they can confirm your wishes in the event of your death.

We all know the risks of being a motorcyclist, which is why we joined SAM but accidents do happen, so please give this some consideration.

**David Wood**

# October's Breakfast Run

Sunday, 9<sup>th</sup> October

**Temeraire Pub**  
55 High Street  
Saffron Walden  
CB10 1AA  
Tel: 01799 516975

**Ride Coordinator, Chris Smith Tel: 01206 251946**

Meet Tesco's Copdock Ipswich 09.15 for **09.30** start.

Exit Tesco's car park **Turn Left** at **roundabout** on to **A1214**.

At traffic lights **Turn Left** on to **A1071** continue for approximately 11 miles.

**Turn right** on to **A134** signposted **Sudbury**.

At **roundabout** take **2<sup>nd</sup>** exit **A131** town centre.

Stay on **A131** through **Sudbury**, signposted **Halstead**.

Leaving **Sudbury** stay on **A131** for approx. **3.5** miles.

**Turn right** on to **B1058** stay on this through **Castle Hedingham**.

**Turn Left** on to **A1017**, after 100 yards.

**Turn right (Rectory Road)** half a mile then **Turnleft**.

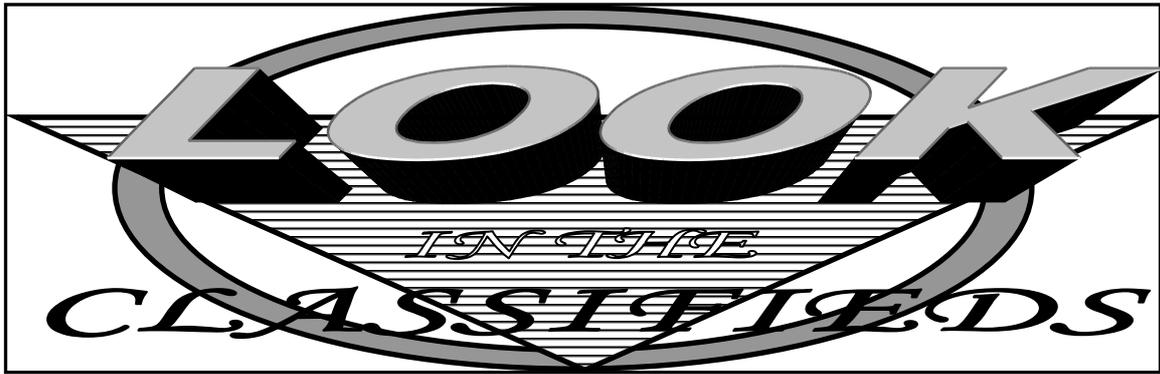
At **Weathersfield** join the **B1053** continue through **Finchingfield** on to **Saffron Walden**.

Then follow **Radwinter Road** and **East Street**.

**Bare Left** on to **B184 Audley Road**.

**Turn right** at junction with **High Street**.

The Temeraire is 150 yards on left.



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

**All adverts will be valid for one month, If the Editor is not told the following month that the item is still for sale the advert will be removed.**

**Send your classified items to the Editor, contact details on page 3**

**Price for non-member classifieds is £5**

## For Sale

I have a 99T R1150GS for sale.

I don't really want to sell it but I don't think I can justify keeping it.

It has done about 45k and runs fine. MOT to Nov 2011. Taxed to March 2012. I have replaced the entire wiring harness as it was scruffy. I have fitted stainless screws almost everywhere. It has engine bars, driving lights, Stebel horn and full panniers. The battery is only a few years old. Back tyre is only 2k old. The bike has suffered from being outside and thus there is cosmetic corrosion. The wheels are good as is the bodywork. Front disc is only 2k old as are all the pads. Customised cover.

Some spares will be included, :- Alternator. Injectors. Speedo cable. TP sensor. Oxygen sensor. Spare relays. LH front pipe (new). Brand new alternator support cover.

I have started to replace the exhaust pipes as they are scruffy but have hit the problem that all four stubs are rusted in and need removing and replacing (I have stainless replacements ready to fit.) For someone with access to a workshop, this is not a big deal, but I don't think it's going to happen and in any

case I just can't put the mileage in as my wife won't ride. I paid £2600 for it a few years ago, but have made a lot of improvements. If I could get up to £2500 I would be content. I have a house in Suffolk but currently work in Mons, Belgium and that's where the bike is.

Problem is that the pipes are off and thus it's not rideable. Reading the forums it is possible to drill and re-thread the heads in situ, but having started on one I realise that my engineering facilities are not good enough

Any interest?

On behalf of **John William Horsley**

[john.w.horsley@gmail.com](mailto:john.w.horsley@gmail.com)

## BMF Club Membership Conversion Scheme

All SAM members automatically become affiliated members of the BMF when joining SAM, this is because SAM takes out Public Liability insurance through the BMF and therefore is an affiliated club.

Being an affiliated individual member entitles you to discounted entry to BMF shows/events etc, however, if you became a full individual member of the BMF you would have further benefits' such as a say in their internal matters and be in receipt of your own copy of the BMF's 'Motorcycle Rider' magazine.

The BMF has started a club membership conversion scheme, the current full membership fee is £26 and for a limited period affiliated members will be able to convert to a full membership for £21. This would have to be paid through SAM and in return SAM would receive a £5 credit against our next premium.

If you are interested in taking advantage of this scheme please contact **David Rudland** 01473 401362 or email [rudland\\_d@hotmail.com](mailto:rudland_d@hotmail.com)

# Collector's Car For Sale

An all singing and dancing Audi S8 sport 55000miles . Audi service history, recently serviced, 4.2litre, sadly only 20ish miles to the gallon otherwise I would be driving this beautiful unmarked car. This car has everything on it, too much to mention. Cost £75,000 new and now for sale for just £8,000.

Very genuine reason for selling this collector owned car which is currently not being used and is residing at my son's house in Sussex. Give me a call to hear more.

**Rob Day** 01449 737551

## Dear Sam

I thought you might like to add this picture to the mag.

The wheel belongs to an old BMW1200k. The driver was travelling East along the A14 at about 80mph when he thought he was hit from behind.

He managed to pull into a service station to find the lack of rubber.

Said rider informed me he brought the tyre from an auto jumble. I think he was going to buy a lotto ticket as he thinks "Lady Luck" is with him !

Regards

**Geoff Monk**



# Paul's 2011 Round Britain Mega Ride



Almost fifty years ago, I travelled up to the far NW of Scotland with my younger brother, Paul, riding our BSA singles, camping overnight and crossing sea lochs on tiny ferries, far from early 1960's civilisation. Since then, every visit to that glorious area of Britain has been by car with my wife or our family. Each time, I have yearned to ride those roads on my motorbike again!

It seems my brother had the same longing and, last Christmas, he mentioned to older brother, John, that he really fancied riding all the way round the coast of Britain,

especially up to the NW of Scotland. John's response was that, as he is now 72, he'd organise such a trip while still able to get his leg over the bike! For the last few years, we three brothers, plus our cousin, Derek, have met up for a few days of riding together, last year spending four days going across to Wales and, based in Malvern where John lives, enjoying the roads around the Brecons and mid Wales.

The plan was easy, we managed to find two



weeks in July when all four could make it and a total distance of about 3,500 miles meant 250 miles a day, which we thought was possible (though a bit daunting!). The only major decision was “on which side to keep the sea?” We decided to travel clockwise so that, while fresh and keen, we’d do the holiday traffic filled areas around the South East and get that over with early on.



On wives’ advice we added a two-night stop on the Isle of Skye for R&R (and washing smalls!) As it would be midsummer we decided to pre-book accommodation and John decided on B&B’s in the following towns (as O.A.P’s, we didn’t even consider camping!).

Ufford (Paul’s home) – Hastings – Beer – Newquay – Bridgend – Tywyn – Greasby – Carlisle – Greenock – Kyleakin – Ullapool – Wick – Newburgh – Ashington – Skegness - Ufford

Derek, who is Chief Observer at Suffolk Advanced Motorcyclists, had intended a trip around Scotland with another SAM Observer, John S., so that was incorporated into our trip, with John S. joining us at Greasby in the Wirral.

Although the trip was entirely at our expense and intended just for fun, brother John suggested we should support a charity. He proposed “Canine Partners for

Independence”, a charity providing trained dogs to help severely disabled people who had helped a friend of his to rebuild a shattered life after a motoring accident. His daughter, Kate, is also disabled and has two dogs, one now retired and supported by the other! We all agreed to this and John set up a means for collecting donations at [www.justgiving.com/2011roundbritain](http://www.justgiving.com/2011roundbritain).

With the plans made, I set about ensuring my much loved Suzuki SV650K2 would be up to the job. I fitted a Garmin ‘Zumo’ sat nav (bluetoothed to my new Schubert C3 helmet), had the bike serviced with new brake pads and new Michelin Pilot Road 3 tyres (as I’m not confident in the wet and we expected wet!).



Then, as suggested by Graham Pryke of the Cambridge IAM group, I had the suspension upgraded and tuned to suit me by Darren at MCT Suspension of Stowmarket. This was a great success, transforming my budget Suzi into a much better handling bike. Darren even removed the chicken strips on my tyres to prove that the bike is OK, it’s me that’s the limiting factor!

The first half of the year had been filled with work around renovating our house, fitting new doors and windows, a new conservatory and patio and re-roofing the boat-shed. This left little time for biking so I added a sheepskin rug over my bike’s saddle to ease my bum on the planned, but unpractised, 250 miles a day riding!

I was now set for ‘the off’. Brother John travelled to Cambridge from Malvern and together we set off for Ufford. Torrential rain caught us before I had stopped for over-trousers and soaked us on the way to Suffolk. Why do I like naked bikes? John’s Honda Deauville was so much better suited to such weather.

John S. had produced yellow stickers for our bikes and impressive yellow on black ‘T’ shirts, which really enhanced our feeling of something special about

to happen. So, Sunday evening was spent adorning our bikes, and ourselves, in preparation for the 'adventure'.

On Monday 10th July, with Paul, on his new Yamaha XJ6, we joined up with Derek, on his Triumph Tiger 1050 and started on our Round Britain 'mega tour'. The weather was kind and we had a great run around the Essex coast, Walton-on-the-Naze, Clacton, Maldon, Southend-on-Sea (here the traffic became a bit of a nightmare, though still flowing freely). Over the Dartford Crossing, filtering between enormous trucks, then on to the A2, M2 and A299 to Whitstable, Herne Bay, Margate, Deal, Dover, Folkestone and along the coast road into Hastings, our first night's stop.

The pattern was set: Breakfast, set off about 9am, ride, stop for coffee, ride, stop for lunch, ride, stop for tea (or ice cream), ride, stop at B&B about 7pm, shower, find food, eat, go for a walk, sleep. Repeat for fifteen days! As O.A.P's, needing comfort breaks might have influenced the number of stops we made during the ride?

Day two involved more horrendous traffic as we dragged through Bexhill &



Eastbourne, a quick blast over Beachy Head, then more traffic and filtering through Newhaven, Brighton, Hove and Shoreham. By Worthing we'd lost so much time, and were so frustrated, that we hit the A27 and M27 for a catch up blast round Southampton and down to Lymington. Our original, ambitious, plan was to have taken the ferry from Portsmouth to Fishbourne then across the Isle of Wight to Yarmouth and hence by ferry to Lymington! Not a chance!



Christchurch, Bournemouth and Poole provided more traffic to cope with but then from Wareham via Lulworth Cove to Weymouth things started to look up with much better roads and far less traffic. After a spectacular run along the B3517 through Abbotsbury, overlooking Chesil Beach and the Fleet, we stopped at West Bay for a break.

That's where it was all over for me! Sitting astride my bike, paddling it backwards down a slope from the car park, slight instability caused me to put my feet down but I couldn't touch the ground! By the time I did, the bike was too far over and it fell, crushing my left leg, causing a total of eight fractures in both the Tibia and Fibula!

Derek's IAM training kicked in and he rapidly (and very cleanly) picked up my bike and took control, in spite of helpful onlookers, one of whom kept insisting I had to be put in the 'recovery position'! A paramedic was called and she agreed the leg was broken and called for an ambulance, which took me off to Dorset County Hospital in Dorchester.

Having never broken a bone in my 68 years on this earth, I managed a really nasty set of them in just two seconds, which immediately ruined my biking trip on just the second day out of fifteen planned! I was gutted and more so when I realised that my wife would have to cancel her holiday and our trip to Sardinia arranged for the beginning of September, plus trips to Sweden and Switzerland to visit our children (and grandchildren). Further, I will now be useless and a load on my poor wife for six to nine months, at least!

John and Paul arranged with The George Hotel (thanks to them) to store my bike, my luggage and my biking gear and then, with Derek, they continued on their way to the B&B at Beer, in Devon, arriving around 9:30pm! They phoned me in A&E and I managed to persuade them that they had to abandon me to the tender care of the NHS and continue with the trip, as all the accommodation was pre-booked and to a tight schedule.

For me, the rest of the trip was in my head as I visualised the roads they were travelling. This was aided by text messages saying that, for example, the road from Lands End to Newquay was awesome, in fact, all the way along the north coast of Cornwall, Devon and Somerset was awesome! Whilst the surviving All Rounders crossed the Severn Bridge into South Wales, I was undergoing surgery to have a pair of titanium plates and numerous screws fitted to reattach my foot to my leg! Thanks to the staff at 'The Dorchester' for doing a fabulous repair job.

Wales was very windy with blustery showers that made the brilliant Welsh roads extra exciting. After Anglesey, the rain dried up so they had a great blast along the North Wales coast. At Greasby, John S. joined them after crossing from Suffolk on his new Honda TransAlp in continuous rain! Rain continued on and off around Cumbria and into Southern Scotland (more 'awesome' messages). Whilst the All Rounders headed up the West coast of Scotland past Oban, towards Skye, on dry roads and in crystal clear air (lucky them) I was being transported back home to Cambridge in a MediDrive Ambulance with my leg in the air!

Time ran out again and the intrepid adventurers had to skip going to Ardnamurchan Point and ride fast along the lovely road from Fort William to

Mallaig to catch, just, the last ferry to the Isle of Skye (another ‘awesome’ text resulted!). They did, however, achieve all the other key points, Lands End and John O’Groats, Lizard Point (S), Dunnett Head (N) and Lowestoft Ness (E).



The knobbly rear tyre on John S’s TransAlp wore out in NW Scotland and had to be made to last until they got to Mitchell’s in Inverness. Everything is available in the North of Scotland but only from Inverness! North and East Scotland remained clear but suffered from a particularly strong and very cold, northerly wind. Brother Paul wore all his clothes like ‘Michelin Man’ but brother John simply plugged in his electric vest (older folk have got it sorted, it seems).

Throughout the trip the stickers on the bikes and the ‘T’ shirts attracted attention and donations. Two waitresses in a café at Morecambe donated their collection of tips. At Whitby (after stopping for fish & chips) a Traffic Warden was not only talked out of issuing tickets but also persuaded to donate the contents of his own pocket! What a wide range of training SAM has given its Chief Observer!

The last night was spent at the Grand Hotel in Skegness. As usual, the four went for a walk in the evening and were caught up in the delightful, family fun, atmosphere of the Lincolnshire 'Las Vegas'.

They had a go on a motorcycle race challenge in the games arcade sitting astride dummy motorbikes staring into a computer screen. All the riders on this trip, except Paul, are IAM advanced motorcyclists but they were suitably chastened to have been soundly beaten by Paul, who even beat the computer by coming overall FIRST. Obviously, he had learned a lot by riding round the coast of Britain with such an 'elite' group!

The four intrepid ALL ROUNDERS completed the circuit on Tuesday 25th July. John and Paul rode over to visit me in Cambridge the following day (Derek and John S. having to go to work!). Since then (on 7th August) all five of us, plus wives, had a reunion at Paul's home in Ufford to swap tales and recall the great trip they had enjoyed (and I had missed).



Derek's Tiger's computer showed that he (and hence, they) had spent a total of 100 hours in the saddle, covering 3,600 miles, an average of 36 mph. Brother John, the eldest, covered 4,076 miles from Malvern and back home again. I had done less than 500 miles.

In spite of being a secondary part of our mega ride, so far we have collected £1,375 (including gift aid) for our supported charity, Canine Partners for Independence. Thanks to all of you who have donated.

Lessons learned? 250 miles a day was just too far, 200 would have been easier! Dragging round in all the holiday traffic was a pain so next year we'll plan something less apparently noteworthy but more fun! Eating a light lunch at midday is easier for comfortable riding in the afternoon than a full dinner (Whitby fish and chips was too much). Modern motorbikes are far more reliable than 1950's singles. I recall constantly putting oil in my BSA C12 until I eventually replaced the piston rings at the roadside to complete the trip. Apart from John S's rear tyre, on this trip the bikes were entirely trouble free.

Finally, be aware that it can all go pear-shaped in a big way in just a second or two. I was fortunate in that I don't need the help of Canine Partners. Others are not so lucky!



Please note that donations can still be made at [www.justgiving.com/2011roundbritain](http://www.justgiving.com/2011roundbritain).

## **David Warner**

(on behalf of Paul Warner, John Warner, Derek Barker and John Sillett – The ALL ROUNDERS)

# Pictures from the chip run Rumbles Fish Bar



By Rodger Welham, more on page 46



# Suffolk Constabulary BikeSafe

Suffolk Constabulary runs a series of BikeSafe Workshops aimed at all riders who want to improve their skills and ability to become better and safer riders.

BikeSafe is run in the spirit of a nationally run biking initiative where education is the key not enforcement, in a conflict free environment.

The BikeSafe Workshops are held at Suffolk Police Headquarters, Martlesham Heath. They begin on a Friday evening and run through to Saturday afternoon, are suitable for all qualified riders regardless of biking experience. They include classroom sessions on road craft, with special attention given to positioning and cornering. An escorted ride out session on the road with a class 1 Police motorcyclist will give you a personalised assessment of your riding performance.

On your final afternoon there will be an informative classroom session hosted by a guest speaker offering first aid tips.

You will also receive a bag of biking goodies, lunch and refreshments, all this for only £55

For more information or to book a place:

Email: [bikesafe@suffolk.pnn.police.uk](mailto:bikesafe@suffolk.pnn.police.uk)

Telephone: Hayley Batterham or Kevin Stark on 01473 613750

Workshop Dates for 2011

September 23<sup>rd</sup> & 24<sup>th</sup>

**Help is required to promote SAM at BikeSafe.**

If you would like to offer your help for about an hour on the Saturday of any of the above dates (lunch provided), then please contact either :

**Nigel Chittock (01473 737356) or Bill Dunham (01473 659449)**

# Sam Publicity Page      September 2011

This month sees the launch of our new publicity brochure, which we shall be using at the Copdock show next month and our various events and promotions over the coming year. The updated version is very much the brain child of Paul Spalding, who joined the committee and the Publicity team this year. We asked Paul to describe how and why the leaflet was conceived, and this is what he said;-

*“It's not until you are standing in front of someone at an event, that you realise how much needs to be explained about the virtues of becoming a SAM member. Apart from the obvious reasons about better safer riding, the SAM social side etc, there is still much to say. Explaining about the IAM and where SAM fits in and that the application form needs to preferably come to SAM rather than directly to the IAM often leaves the once interested party gazing off into the distance. At this stage I haven't mentioned about Observed rides and cross checks!*

*Getting the message right can be difficult even for the most experienced at times, so what hope is there for the occasional and valued helper to get it right? My solution was to redesign the "Skill for Life" publicity leaflet to incorporate all the important points. The leaflet will guide the SAM member in explaining the key points whilst allowing the interested person to leave with all the information required to make a decision. I hope you approve of the new leaflet and the time that the committee have put in to getting it right.”*

A copy of the new brochure should be enclosed with your magazine this month and/or is viewable online. It's a great job Paul, and many thanks from us all!

This takes us on to the last big event of the season, The Copdock Show at Trinity Park on Sunday 2<sup>nd</sup> October. This is traditionally a very busy day for the team and we would really welcome volunteers to help in the gazebo during the day. If you can spare a couple of hours, please do contact one of us as soon as possible, letting us know your preferred time, so that we can plan our attendances during the day.

Once again, may we express grateful thanks to all members who have helped so far during the year. Your support makes a world of difference, and it contributes directly to the efforts that SAM makes to improve rider safety in the County and beyond.

**Nigel Chittock**  
01473-737356

**Paul Spalding**  
07879-844618

**Bill Dunham**  
07791-607142

# Motorcycle Dexterity 2011

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

For every motorcycle spill that makes the local papers, there are many more which never get much publicity. How many of you in your time riding have never struggled to keep your bike upright while manoeuvring in a parking area, or had to take a big dab with either foot while negotiating queues of commuter traffic? Not many (if any). Very often in these situations the rider grabs a handful of front brake, shortly followed by the resulting sound of expensive plastic and metal making contact with the ground.

The SAM MD&C Days give you the opportunity to practice the art of riding a motorcycle slowly, and to learn the techniques that will help you do it.

This year the venue will be the playground of Sidegate Primary School, Sidegate Lane, Ipswich. IP4 4JD (Map in the Calendar on the SAM website).

Please contact the Senior Observer to book your place for the date you are interested in attending. **Before you attend one of SAM's Dexterity days, you must inform your Insurance Company that you intend to practise slow speed machine control in a school playground and ask them to confirm that you will have full cover for this activity.**

Dates of 2011

<u>Date</u>	<u>Time</u>	<u>Senior Observer</u>
Saturday Sept 17th	09:00	David Rudland
Sunday Oct 16th	09:00	Chris Smith
Saturday Nov 19th	09:00	Derek Barker

Each session starts promptly at the stated time and lasts up to 4 hours depending on numbers attending.



Please bring a drink and something to eat as we will have a break and there are no cafés nearby.



# SAM Discount Scheme

- 🏍️ **Motorcycle Clothing Centre**, Wymondham -10% off full price stock.
- 🏍️ **Orwell Motorcycles, Ipswich.** - Discounts always available, please ask + Discounted MoTs.
- 🏍️ **Dave Barkshire Motorcycles, Norwich,** - 10% off parts & accessories etc.
- 🏍️ **Colchester Kawasaki** - 10% off clothing and accessories.
- 🏍️ **T.K. Cope, Colchester** - Up to 10% off clothing and accessories.
- 🏍️ **MaxMoto, Bury St Edmunds,** - 10% off parts, clothing, accessories.(Not tyres). 5% off workshop jobs. Certain exceptions may apply!
- 🏍️ **Lind Motorrad BMW,** Norwich - 10% off parts & accessories.
- 🏍️ **Washbrook Service Station** - At least 10% off accessories in stock, (not tyres), + discounted Mots.
- 🏍️ **Davey Bros Motorcycles** - Discounted Mots.
- 🏍️ **Ipswich Motorcycle Accessories** - 10% off all stock.
- 🏍️ **Autofit Ipswich Ltd** - Discounts available, ask for Adrian Fitch.
- 🏍️ **Lings, Ipswich** - 10% off Helmets, 5% off clothing, 5% off parts. Items must be in stock.
- 🏍️ **Mototechniks, Stowupland** - 10% off clothing, helmets, accessories, oils, (not tyres), 5% off workshop jobs.
- 🏍️ **Chris Self Motorcycles** who is offering SAM members the following package:- MOT's £25, Non-OEM service items, oils, plugs, filters batteries etc - 10% discount. Pairs of ZR rated tyres, fitted and balanced to bike - 10% discount. ZR rated tyres fitted to "loose" wheels -15% discount.
- 🏍️ **Parkinson Motorcycles,** Colchester, - 10% off accessories & clothing.
- 🏍️ **C. J. Ball of Norwich.** 10% discount on labour for servicing, not during peak summer months.

 **RiderMount, Layham.** - 5% discount on orders placed at [www.RiderMount.com](http://www.RiderMount.com) for all SAM members. Providers of GPS mounts etc.

Proof of identity will be required, e.g. IAM and SAM membership cards to be shown. If any other dealers would like to be included, please contact either **Nigel Chittock** or **Bill Dunham**.



SAM has two online shops where you can purchase garments and gifts with the SAM logo on them. In both cases you can save on postage costs by getting together with other SAM members and combining your purchases.



The first shop is with a company called Spreadshirt. All the items

in this shop use one of three types of “printing”. With the flock or flex “printing” the logo is cut from a sheet of material and then applied to the item. Flock is similar to a fine felt, and flex is a plastic/nylon type material. For the digitally printed items the logo is printed on to a special transfer sheet and then applied to the item.



The second shop is with a company called SewPersonal. All the items in this shop have the SAM logo embroidered on them in a choice of Green, Silver or Gold. *NB. The initial prices you see displayed within the shop do NOT include the cost of the logo. This will be added once you select your colour option.*



You can visit either shop online via SAM’s website

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

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# September's Editorial



I had just put in my order for wood for my next job and was told by the supplier that France had shut down for les grandes vacances and they would deliver in September.... Oh pooh.... So, at the last minute, I decided to take a few days' holiday; sorted out the magazine and sent it to the printers.

Loaded up the bicycles with tents and stoves and set off with my two children, one 16 and one 14, with the grand plan to get to the in-laws in Inverness... in reality we only had 4 days but we were determined to see how far we could get.



After packing we left at 12ish and cycled to Thetford; to Brandon, which proved to be the

worst road in Britain, then to Downham Market arriving at 6ish having travelled 40 miles, and to a nice campsite.



Next day we left at 8.30am having packed up and cycled to Boston, following the Sustrans route, crossed the Rivers Nene and Welland and found the campsite. 50miles that day; lovely cycling through the fens, nice and flat. That night we sorted out the next day's leg - campsite was 30 miles or 60 miles, so decided on the 60miles. While at the campsite they gave us their home-made brochure and in it was a leaflet about the Sustrans route that ran along the canal and River Witham to Lincoln all on the towpath so no traffic.

Following day packed up and cycled north, following the towpath which was really nice. Because Lincoln was a bit out of our way we did half and came off at Bardney, following the B1202 to Market Rason, and up to Barton-Upon-Humber, arriving at the wrong campsite having done 70 miles on one of the hottest days of the year. We ran out of water after leaving the canal and had to fill up 3 times on route; mostly by asking householders who where doing their gardening if we could have some water. Arrived at the campsite and were turned away, but fortunately the right one was only a few yards down the lane. That day we travelled 70 miles which was a bit toooo much.

Set off a bit later than normal and found a Tesco's where we stocked up on lunch and supper materials, along with a few snacks; crossed the Humber



bridge and headed to Slingsby. Again it was a very hot day so a few more stops to fill water bottles. Half way there I remembered that I had forgotten to get any metholated spirits so we had to get to somewhere before the shops shut, and arrived in Norton at 5pm, just as the heavens opened. But the day had been so hot it was virtually hissing as it hit the ground and raised again as steam. We found a shop so we were saved; then 8 more miles to our campsite. Next day my wife drove up, collected us at our campsite, loaded the bikes on the car and drove the rest of the way. We had travelled a total of 235 miles in 4 days.



Summer had either gone or never arrived in Scotland as it was both wet and cold. A day on the beach; tried to walk up Ben Wyvis but the cloud was quite low and the kids were more interested in the patch of blueberries we came across.

Found this mushroom which was big enough for my daughter to sit on...

We then spent a week in Inverness before a 15 hour drive south.

Thank you to the following who have contributed to this month's magazine:

- 🍄 This month's cover picture was provided by André Castle
- 🍄 Mike Roberts doing the picture editing and graphical work.
- 🍄 Nicky Clouter for spell checking.
  
- 🍄 Rodger Welham for his caption competition picture.
- 🍄 Report on the Associates' Breakfast Ride by Rodger Welham
- 🍄 20<sup>th</sup> Copdock bike show by David Rudland.
- 🍄 Call for Observers By Derek Barker
- 🍄 Andre Castle for his article on Fuerteventura
- 🍄 What are you waiting for..... by David Wood
- 🍄 John Sillett for arranging the Breakfast ride out.
- 🍄 BMF Conversion Scheme by David Rudland
- 🍄 Dear Sam... By Geoff Monk.
- 🍄 Paul's Mega ride by David Warner,  
Hope the leg is getting better.

- ☺ Who do you think you are..... By the Committee I have taken the questions out this month as we had a bumper crop of articles so please look at past months' magazines and send your answers to the Editor. Email me if you would like the question sent to you in a word format
- ☺ Pictures from the Rumbles Chip run by Rodger Welham
- ☺ Publicity page by Bill Dunham
- ☺ Nigel Chittock for the SAM discount scheme.

I will just mention that, being dyslexic, my spelling and grammar is always a bit wobbly so Nicky Clouter has volunteered to spell and grammar check everything that goes in the magazine. So now there is no excuse to be embarrassed - get writing! We need lots of articles to print and store for next time. No doubt you have all been away; a few lines and a picture of your trip would be great.

I have also changed the copy deadline, which is now the Friday after club night, that gives me time to format the magazine, Nicky to spell check, Printers to print, Susan Smith to post out so that it arrives on your door mat Friday or Saturday before the next club night.

Safe Riding

**Felix..**

Editor for

**Suffolk Advanced Motorcyclists and Kawasaki GT club magazines.**

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.

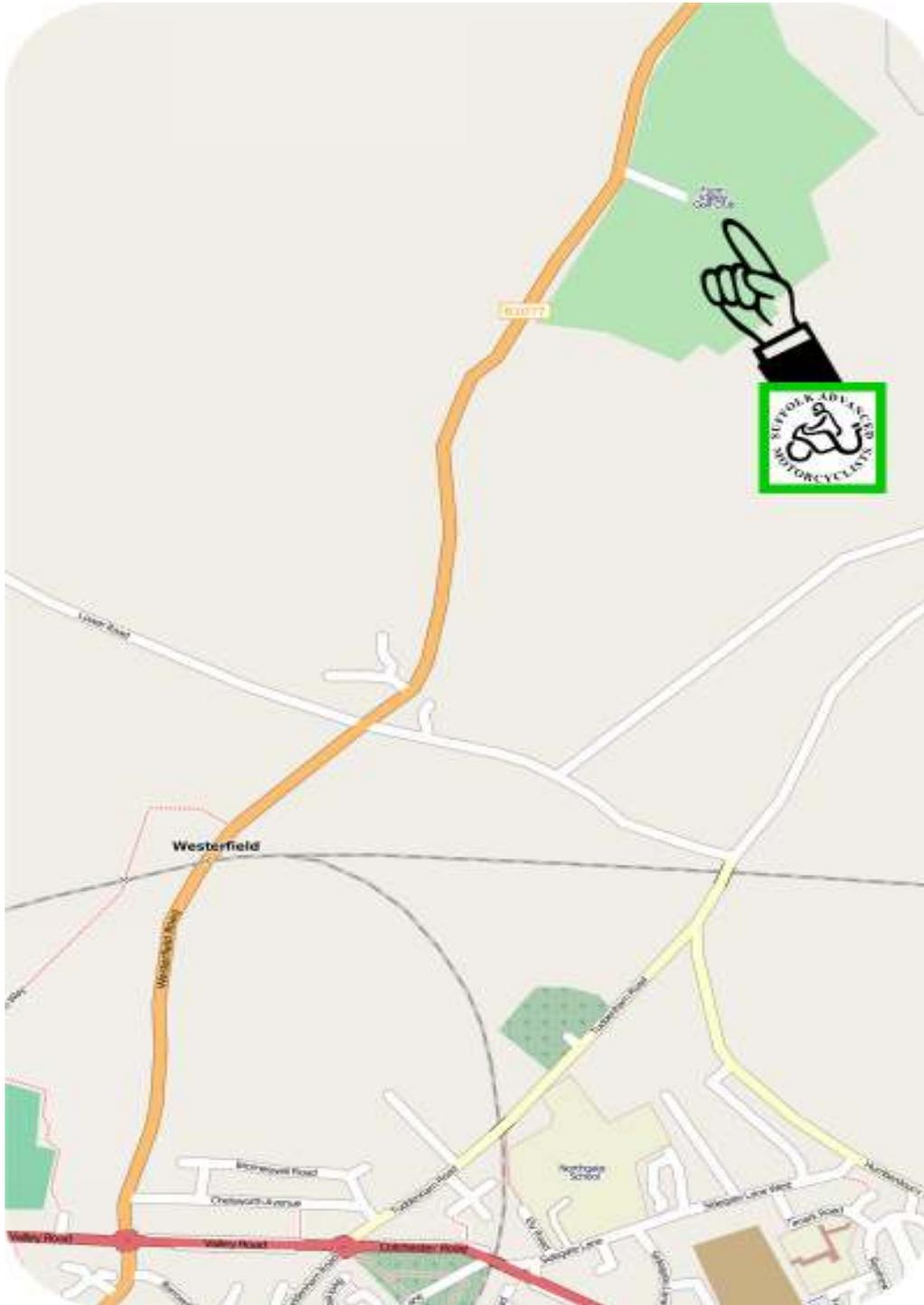
I hope that you have been enjoying the reports that members who go on ride outs have written, and as you can see it doesn't have to be a wordy passage, so feel free to scribble a few words down, a few pictures and next month you will have another great magazine to read.

Thank you from the readers of the Observer

# 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](http://www.openstreetmap.org)  
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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 'How to be a better rider' 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.

# Sam Events for your Dairy

## September

- Saturday 17<sup>th</sup>**                      **M/C Dexterity & Control, 09:00~13:00.**  
Sidegate Primary School, Ipswich
- Tuesday 20<sup>th</sup>**                      **SAM Group Night** Announcements at **19:30.**  
Followed by Eugene from Hein Gericke  
Braintree
- Thursday 22<sup>nd</sup>**                      **Roadcraft Theory.** Evening Come along and  
learn more about Roadcraft. Topic: Brakes,  
Gears & Acceleration. Fynn Valley Golf Club  
**19:30**

## October

- Saturday 1<sup>st</sup>**                      **Motocross Track day.** This has been very  
popular and is now full. **Bob McGeady** on  
01728832595
- Sunday 2<sup>nd</sup>**                      **Copdock Bike Show.** Help needed by the  
publicity team Call **Nigel Chittock or Bill  
Dunham**
- Sunday, 9<sup>th</sup>**                      **Breakfast Run,** The Temeraire Pub, Saffron  
Walden, **09:15.**
- Sunday 16<sup>th</sup>**                      **M/C Dexterity & Control, 09:00~13:00**  
Sidegate Primary School, Ipswich
- Tuesday 18<sup>th</sup>**                      **SAM Group Night** Announcements at **19:30.**  
Followed by Guest speakers are Kevin & Julia  
Sanders
- Thursday 20<sup>th</sup>**                      **Roadcraft Theory** Evening Come along and  
learn more about Roadcraft. Topic: Overtaking  
Fynn Valley Golf Club **19:30**

## November

**Sunday, 6<sup>th</sup>**

**Breakfast Run**, The Pier Cafe, Southwold, UK

**Saturday 12<sup>th</sup>**

**Coach trip** leaving Ipswich app **10:00**, stopping at Colchester **Billy Elliott**. This is now full.

**Tuesday 15<sup>th</sup>**

**SAM Group Night**, Announcements at **19:30**. Followed by Guest speaker TBA

**Thursday 17<sup>th</sup>**

**Roadcraft Theory Evening** Come along and learn more about Roadcraft. Topic: Observation, Planning & Positioning. Fynn Valley Golf Club **19:30**

## December

**Sunday, 4<sup>th</sup>**

**Breakfast Run**, Mistley Place Park Tearooms, Mistley, CO11 1ER,

**Tuesday 15<sup>th</sup>**

**SAM Group Night** Cancelled

Other Events that you might  
want to put in your Dairy  
Not arranged by members of SAM

## October

15<sup>th</sup>~16<sup>th</sup> **The 18<sup>th</sup> Carole Nash Classic Motorcycle Mechanics Show**, at the Stafford County Showground, Stafford **ST18 0BD**. Ticket hotline **01507529529** or [www.classicbikeshows.com](http://www.classicbikeshows.com)



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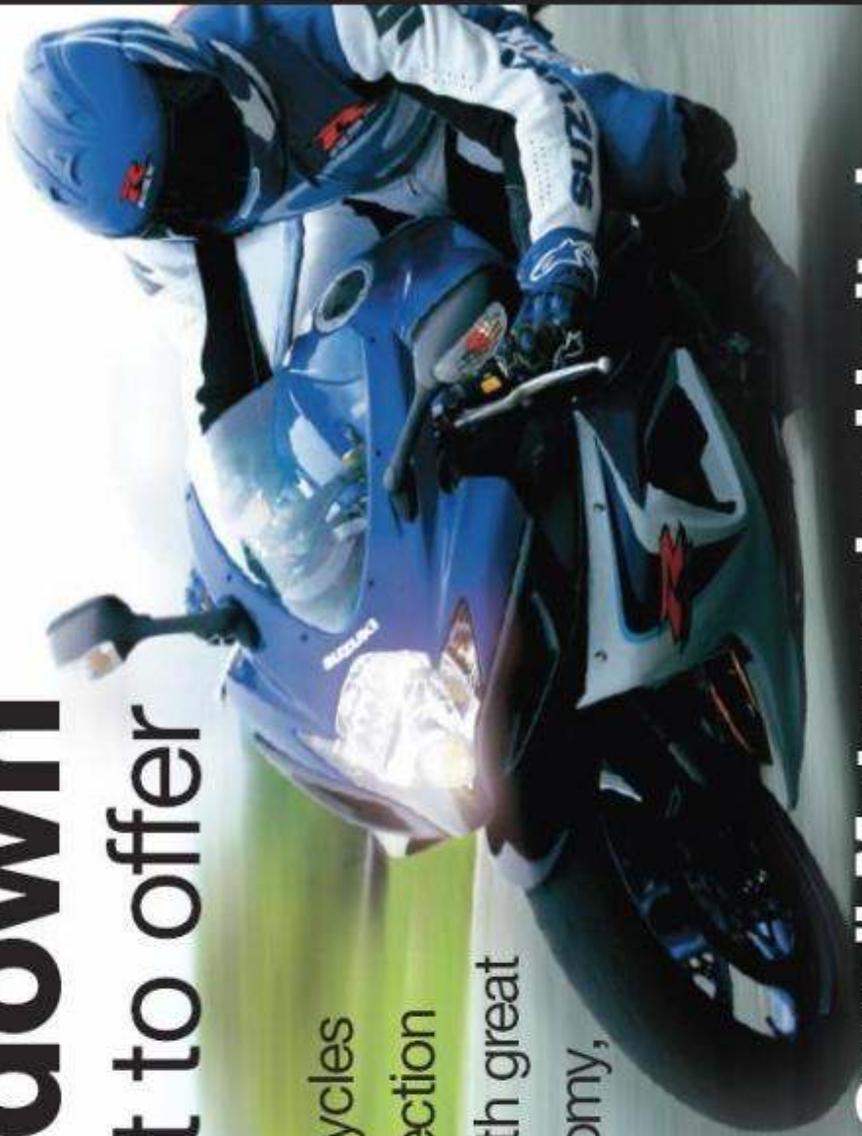
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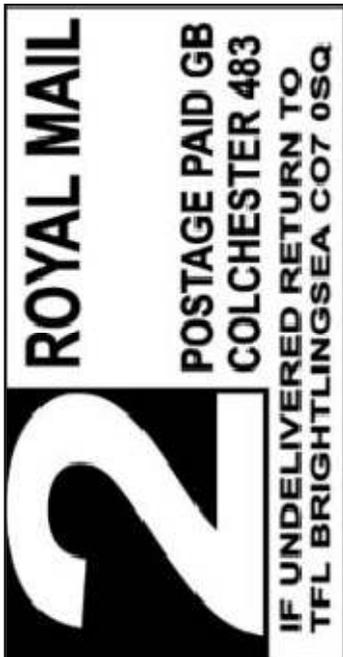
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