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MAY 2024



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Cover Image

Cover photo: From Eric Aldridge. Triumph Bobber belonging to a member of NSADR (North Staffordshire Advanced Drivers And Riders). He is a National Observer and Blood biker and part of a group to Nuremberg, Vienna, Prague and Berlin with Eric.

Share your great photos! The best ones will feature on our magazine cover. Please send the full-size file (not cropped or reduced) to: editor@suffolk-advanced-motorcyclists.com.

Next Issue

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editor@suffolk-advanced-motorcyclists.com

The Editors reserve the right to edit, amend or omit as necessary.

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EDITORIAL MUSINGS

I don't know about the rest of you, but I haven't been very impressed by April's weather. I'm rather hoping that May's weather is better as I'm off to Holland, Germany, Belgium and Luxembourg for two weeks. I'll let you know how I got on next month...

I was interested in Pat Bloomfield's article as I have done five of the six preparatory rides for the Masters qualification. I too have had Derek Barker as my mentor. I've spent about fifteen years as an observer working on other people's riding skills and over six years as a national observer/local observer trainer. In that time my own riding hasn't had much attention. I have been retested every three years since IAM Roadsmart introduced fellow membership but nothing else. My first ride with Derek was a bit of a shock to the system and I seriously questioned whether I would ever get to Masters standard. Having done four more rides I'm pleased to say that my riding has improved greatly. I won't be able to fit my test in before my holiday, but I feel duty bound to let you all know how I get on – no pressure!

I also noticed that Jeremy Duszynski has a CX500. I had one when they definitely weren't a classic. People were rude about them and called them plastic slugs, but I thought it was a decent bike. That was my first shaft driven bike. When I came back to biking, I tried a Deauville which is the obvious successor to the CX500. I was very disappointed and surprised at the

lack of obvious progress in the intervening years. I eventually found and bought a very old BMW K100RS and became a "born again" biker. Since then I've had three more shaft driven BMW's: a K1200GT, a K1600 GTL and a R1200RT which is my current bike. I've also had a belt driven BMW: a F800GT. That was my "Covid bike" when we couldn't go very far and there was no point having a big tourer.

Whatever weather May brings enjoy your riding and don't forget to take a photo or two for the magazine.

Tony Chyc



DAVE DAY, RIDE LEADER & RADIO

Dave Day - Saturday June 8th

Many of you will already know about the ride from London to Barrow-in-Furness, Dave's home town, to pay tribute to the Hairy Biker who was loved by so many. The ride will be led by Si King and Lil, Dave's widow, will be riding pillion.

I am planning to take part and will join the convoy (which will consist of thousands of bikers) at the British Motorcycling Museum in Birmingham, around 10.45am.

Because of the event's popularity, accommodation is scarce, though there are lots of things going on in Barrow-in-Furness in the evening. I will say quick hello to Dave's family before heading south. If anyone would like to join my group, you are welcome. Depart Copdock at 7.30am.

Details of the event are on Facebook: <https://www.facebook.com/groups/daveday>

Email: leandahoylandlinch@icloud.com



I really enjoyed taking part in the Ride Leader training day yesterday which consisted of a classroom session followed by a ride to demonstrate competence to lead a group. I look forward to leading groups on social rides very soon!

I'm now into my fourth week on GenX Radio Suffolk and really enjoying it. Thanks to all of you who are listening regularly and taking part. SAM is getting lots of shout-outs! I'm looking forward to being with the GenX Roadshow at both the Hadleigh Show and the Suffolk Show and also Latitude. If you're there, do come and say hello.

Leanda Hoyland-Linch



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NEW ASSOCIATES, TEST PASSES & CERTIFICATES

New Associate Members

A warm welcome is extended to our most recent Associates and new Members:

Lizzie Norman

Jamie Harper

Certificates

Duncan Jones

His observer was Ian Bishop



Below left: Duncan Jones being presented with his certificate by Mike Roberts.

Right: Peter Ward being presented with a bottle of wine by Glynn Hill for winning the last SAM thermos flask challenge photo.



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NORFOLK ADVANCED MOTORCYCLISTS

For information of our activities and meetings check NAM's website:

n-a-m.co.uk

Q&A: JEREMY DUSZYNSKI, RIDE LEADER

First bike?

I got into biking having ridden pillion on a friend's bike for a year or so back in the late '70's. As I didn't have a bike, I went on an RAC ACU course held at Havant as they had loan bikes the majority of which were CZ175's although one week I rode a Fizzy. The RAC-ACU scheme included slow riding very similar to the CBT and the test at the end was an observed ride. The only comment I had was that I was overcautious in the 30 zones but then I explained that the speedo needle on their bike was rather erratic and so I had to ride cautiously so as not to go over the speed limit and fail the test – fortunately I passed.

I then started to look for my first bike which I bought off my cousin for the princely sum of £25. It was a non-runner 1973 Honda CB175. My friend whose bike I rode pillion on helped me to collect the bike in Nottingham and transport it to Portsmouth. When we were unloading the bike one of the HT leads fell off. We reconnected it, Mike was also an auto electrician, and the bike started straight away. The CB175 was a bit of a rat bike with no indicators but it served me well. I took my bike test in January '81 when you were still allowed to ride up to 250 cc and all you had to do was ride around the block whilst the examiner walked to different vantage points to observe your riding. I had that bike for 1 year and sold it for a profit including covering all my tax, insurance and fuel costs. I even rode it to Enfield preM25 around the North Circular using just hand signals.

Best ride?

My first ride back on a bike in 2009 after a break of 23 years, the joy of getting back onto 2-wheels. Before that riding my friend's borrowed CX500 to ride to Oradour sur Glane (village of the martyrs) near Limoges back in 1985. Being on the bike meant that I did not have to listen to my Best Man's two young daughters (4 and 2) shouting and crying and being travel sick unlike my wife who was in the car. Getting off the ferry early in the morning was a bit chilly but it warmed up by 10 and had a great ride down. The day after we got to the gite I was outside cleaning the bike, yes, I used to occasionally clean a bike and especially as it was not mine, when two bikes rode past and then turned round. The two guys lived in cottages just down the road and told us where there was a lake with a beach and other things that only locals knew. Most evenings either they just walked into our gite with a bottle of wine or we were invited to theirs. Wine at the local Co-op was about 50p where you filled up your own bottles from a dispenser. They didn't speak English and the only person who had any French at all was me and I even dipped out of taking the O-level as I was that bad but we had a great time, wine and sign language goes a long way. Other rides have been a ride up to Ulverston, to attend a CX-GL Owners Club National Rally back in 2010. Then of course there are all the SAM rides including those further afield to Rutland and Lincoln.

Worst ride?

The ride up to Ulverston to attend a CX-GL Owners Club National Rally in 2010. I was travelling up the A65 and

Q&A: JEREMY DUSZYNSKI, RIDE LEADER

when I got to the junction with the M6, I desperately wanted to have a break as I had numb b*m syndrome, but when I got to the roundabout another CX peeled off the M6 in front of me so I followed him to the campsite. This was before I had a sat nav so it was a paper map and memory, it was daylight so I couldn't navigate by the stars. Another was the start of my ride to Oradour sur Glane when I was following my friend's Ford Escort diesel (non-turbo), remember those? I started the ride by following him but after 30 minutes I was feeling sick from the fumes so rode in front for the rest of the journey with a route sheet on the tank bag. The ride back to the ferry was equally slow. Escort diesels were incredibly slow, but at the Portsmouth end it was only 5 minutes and I was home as at that time I lived the other side of Portsea Island in Copnor.

Best bike?

I have enjoyed all my bikes. The first as said earlier was a Honda CB175 followed by a 1978 Honda 400 Dream which I bought as a rolling frame in 181 and fitted it with a 250N engine. I ran this bike for six years.

In 2009 when I wanted to get back into biking, I wanted something not too big and not small so plumped for a CX500 Custom as I remembered the friend's CX500 I had used to ride to Oradour sur Glane and also ride pillion on. The CX500 Custom which got me back into riding again had an engine swap, is there a trend here(?) and is a bike that I still have and is now historic (some might say so am I) so no road tax.

Then there is my Harley Davidson Sportster XL883L. Unless you have ridden one don't believe all you hear





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Q&A: JEREMY DUSZYNSKI, RIDE LEADER

about HD's. All bikes can bring pleasure to their owners.

As you can see, I have not yet been converted to the dark side of BMW ownership!

Favourite bike shop?

I have never purchased a bike from a bike shop but the local shop that always makes me welcome and I get the More Bike freebie paper from is Mototechniks. I sometimes drop into the Newmarket HD dealership or sometimes Robin Hood HD in Nottingham just to do a bit of window shopping and get a free cup of coffee.

Favourite pitstops?

I have enjoyed all the venues that the SAM rides have been to, although the Hungry Horse at Woolpit, Scotsdales and the garden centre at Manton by Rutland Water.

How long have you been a member of SAM?

I joined SAM just as we went into the first COVID lockdown in 2020 so was not able

to start my training until the September. There were a few other interruptions to my training due to subsequent lockdowns but I eventually passed my advanced test in June 2021, thanks to Derek Barker for his patience and guidance. I thoroughly enjoyed going on the SAM rides so decided to attend the ride leader training day back in 2022 with the result that I was accepted as a ride leader.

Joining SAM has certainly improved my confidence and my riding, well I think so(!), especially riding in the wet which is something I previously tended to avoid, the only downside is having to clean the bike afterwards. It may not be nice to ride in the wet but it's the getting out there with others that makes it enjoyable, even on our first chip run this year.

I would also like to thank Nigel Chittock for organizing the SAM challenges that have been very enjoyable.

Jeremy Duszynski

SAM RIDE LEADERS

Ride Leaders

Eric Aldridge	Andrew Robotham
Ken Beckinsale	Les Smith
Mike Roberts	David Wood
Chris Bond	Robert Rhodes
Jeremy Duszynski	Leanda Hoyland-Linch
Brian Ellis	Jennie Mann
Vini Evans	Colin Will
Graham Clements	
Steve Hart	
Andrew Sparrow	



MOTO TECHNIKS

Italian Day

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Saturday 4th May

10am - 3pm

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Suffolk Advanced Motorcyclists will be attending to bring riders on a pre-planned route

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MOTO GUZZI

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As it's a calendar challenge you will not need to visit all twelve locations, just choose the ones that appeal to you and for each photo sent to me as proof, you will gain an entry into the prize draw to stand a chance of winning some money-off services or goods supplied by Suffolk Triumph:

- 1st Prize £200
- 2nd Prize £100
- 3rd Prize £50

The challenge will run from January 1st - October 31st 2024, with the draw taking place at Suffolk Triumph, Foxhall Road at November's group night.



It is open to all fully paid up SAM members, full, joint or associate.

To enter all you need is a calendar which will be available at group nights for a minimum £5 donation to The Motor Neurone Disease Association.

Alternatively I can post you a copy for an extra £2.30 to cover postage.

For any further information please contact me at nigel.chittock@btinternet.com

Nigel Chittock

Calling SAM Ladies!

We now have at least four female members who would like to take part in a ladies' ride, two of which, Jennie Mann and Leanda Hoyland-Linch are now Ride Leaders.

If you are interested in joining in, please email: editor@suffolk-advanced-motorcyclists.com. We will organise the ride, fix a date, a destination to enjoy food and drink at the end, and a route!

MOTO TECH FEST

Saturday 13th July 10am - 3pm

Mototechniks Tothill, Bury Rd, Stowmarket, IP14 3QQ



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THE IAM ROADSMART MASTERS QUALIFICATION

Is it worth it and what's it all about? These are questions I have asked myself since rejoining SAM a few years ago. I took my advanced riding test over twenty years ago. Things have moved on significantly since then. I asked a few SAM members about the masters test. Either they didn't know or believed it was more of the same. Towards the end of 2022, I felt frustrated with my riding and not doing more on my motorcycle. I was searching for track days in 2023 when I had a lightbulb moment. What about the Master Riders course? That would give me six half-day mentored rides and an examined ride on unfamiliar roads. I booked myself on the course.

You may ask, but isn't it more of the same? Fundamentally it is the same as the advanced test. However, masters riding expects consistent riding of a higher standard with greater precision and finesse. Some key elements become more critical, such as turn-in points, lines through bends, joining the bends together, braking precisely down to the speed limits at the markers, and more besides. You can choose your mentor, which is worth considering. I chose Derek Barker because he rides a KTM and hadn't observed me. Starting with a clean slate, I trusted Derek to keep an open mind.

In addition to committing to make time to practice, I had to grow thick skin. On my first mentored ride, many comments were raised each time we stopped. I wondered how I had survived riding a motorcycle for forty years! I reminded myself that I had signed up for this and possibly started from a lower level than most entrants. Most things only needed discussing once,

except for overtaking and cornering skills, which were my two areas of frustration. It doesn't matter how many times you read the Motorcycle Roadcraft handbook, there is no substitute for coaching and practice. Although it may seem obvious in the handbook, it wasn't coming together in practice. Once I started to get the hang of overtaking, I became overkeen in its practice. Then I had to learn the balance between making progress and restraint - it can be a fine line.

Cornering was the hardest issue to get to the bottom of and it got a lot worse before it got better. Finally, after the fourth or fifth session, I got to the root cause when thinking about a question Derek asked "What are you looking at approaching a bend?" My thought was, "Well what do you think I'm looking at? The house or tree in front of me that I don't want to hit as there is no view





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THE IAM ROADSMART MASTERS QUALIFICATION

through the corner,” but I didn’t speak it out loud. Dwelling over this the penny dropped. Target fixation and incorrect vision were my issues. Reading the handbook AGAIN, I wondered whether I should use the “vanishing point” for my reference. In open corners, I looked way beyond the vanishing point and constantly turned too early. In tight or blind corners, I was fixated on what was in front of me until the road around the bend came into view. Derek confirmed this was correct. My cornering was instantly fixed, not turning too early, magically maintaining the correct line, and feeling more confident, especially through corners without a view.

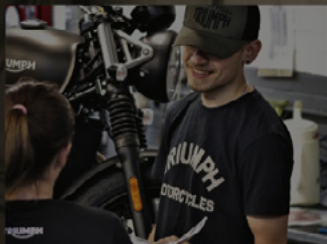
On test day, I rode to Baldock services in Hertfordshire where I was to be met by my examiner. The weather forecast gave a possibility of rain, so I wore my high motorcycle boots and took my other waterproofs. It started raining about halfway to Baldock. I stopped to put on my waterproof trousers, jacket and new gloves. The new gloves restricted my movement to reach my switches. I thought they needed breaking in but have since had to change them as they were too small. By the time I got to Baldock my feet felt damp. The trouser legs had risen allowing water to drive up over the top of my boots. Although I didn’t realize it at the time, this meant it was game over as the wetness would rise once the bottoms were full!

Pete Doherty was my examiner. After a briefing we set off in torrential rain. I led the way out to the A1(M) and confidently accelerated up the national speed limit overtaking some vehicles in the inside

lane. Pete didn’t follow. He held back and remained two or three cars behind. I thought that I must have already failed the test by this point. After we passed a filling station, I started to look for a junction that Pete mentioned in the debrief. Pete was still a few cars behind as we approached a small side road. Surely this was too soon. I checked my mirrors but couldn’t see Pete indicating at this point. Then just after it was too late for me to take the turn, I saw Pete’s indicator start to flash. If I hadn’t already failed, I surely had now!

I had to go to a roundabout a few miles down the road before being able to turn around. I went back and searched for Pete down the side roads. He wasn’t there. I went back to Baldock services to set a route to go home. To my surprise, Pete was there. After a brief chat and the option to rebook, I decided to go ahead with the test. By this time, my feet were squelching in my boots and my trousers were completely soaked. What else could go wrong? I just wanted to get it over and done with.

We set off again, this time managing to get off the main road without becoming parted. Early on there was an opportunity to make an easy overtake. Phew, that’s one box ticked. I then followed Derek’s advice to be happy with one good clean overtake. However, it wasn’t long before I caught up to a van travelling along a windy section of the B1040. There wasn’t much traffic, so an overtake was possible. However, I was concerned that it might be too bold, especially with heavy rain. I pulled out to P4, just to let Pete know I had seen the opportunity and decided not to take it.



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THE IAM ROADSMART MASTERS QUALIFICATION

Despite being soaking wet I enjoyed the test ride which lasted for an hour or more, ending at another service station. Pete gave a very thorough debrief of the ride, going over his many observations - good and not so good. Regarding the overtake I didn't take, Pete asked why I didn't go to P6 and if had I considered it. From P6 I could have had a view in front of the van and triangulated the overtake. This hadn't come up during the sessions with Derek, showing there is always more to learn. I didn't lose a mark for my initial overtakes but lost a mark for not overtaking the van. It's a fine line between making progress and showing restraint. After leaving Pete behind earlier, I didn't want to become separated again, so erred on the side of restraint. Remembering Derek's advice, that was probably the right decision. I also lost a mark for turning in a metre or so

too early on one or two bends - old habits die hard. Pete said it wasn't off by much and wouldn't even warrant a mention on an Advanced test. Anyway, I got a good pass only just missing the distinction.

In conclusion, was it worth it? Absolutely 100%. My pleasure from riding my motorcycle has increased immeasurably. I'm not unnecessarily getting stuck behind vehicles on the best stretches of the road. My cornering is much better most of the time. I treated myself and bought my dream bike, for the last few years, a KTM 1290 Super Duke R.

And as for that track day? I booked the last place for Reiten Motorrad's track day in Folembay, France in August!

Pat Bloomfield



SPEED - Speed (MPH) vs Progress

It's a common criticism of the IAM course (face-to-face when out promoting, and in discussions online) that there is too much emphasis on going fast.

Somewhere the difference between Speed (MPH) and Progress gets lost in people's understanding and the phrase Making Progress is used without really understanding what it means.

Our actual speed appears in two phases of IPSGA. The first is in the Speed phase. Duh! Here we are dealing with adjusting our speed to deal with the hazard we are approaching. This may be by just a small change in our throttle opening to slow us

by a few MPH, or we may need to shut off and then blend in some brakes to slow our speed significantly.

The second is in the Acceleration phase where we adjust our speed through and after the hazard. I covered this in my previous article 'The system of motorcycle control and the forgotten letter' back in the November 2023 edition of The SAM Observer magazine.

So what is Progress? Progress is the combination of not only our actual speed in MPH but in combination with good planning like: making the right decisions about lane choice, controlling our speed on approach to a roundabout or junction so that we can blend in with traffic, timing passing parked vehicles so we don't need

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to continually stop (or impede oncoming traffic) and a host of other situations where our systematic approach to hazards leads to much less stop/start riding.

So advanced riding is not all about speed, but MPH is still important. I like to use the 5S here to explain. Safe, Smooth, Systematic (using IPSGA for all hazards), Speed and Sparkle. Speed must always come as a RESULT of getting the first three in place. Importantly this is then a speed that is appropriate for the hazards that may be present (or absent). We do

need to be able to reach the posted limits, IF there are no hazards to deal with, but that has to be balanced with restraint when they are. Advanced riding is about balancing Progress AND Restraint throughout our ride

Mike Roberts

SAM Chief Observer

Catch me on YouTube:

<https://www.youtube.com/@mikeroberts>





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SAM THEORY EVENINGS

On the fourth Wednesday of every month, SAM holds its monthly Theory Evening.

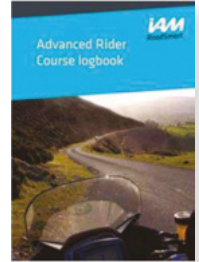
Based on an ever-revolving subject list of important rider skills, these nights are an informal evening of facts and lively banter all aimed at improving your ride based on the information in the Advanced Rider Course Logbook.

Each session covers one of the four main topic areas:

- Overtaking
- Planning and Positioning
- Cornering
- Gears and 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, with the opportunity to discuss any issues you may have on your Advanced Rider Course.



Next theory night: Wednesday 22nd May, 2024, 19:30 - 22:00.

Subject: Gears and Acceleration with Derek Barker.

Mike Roberts

SAM Chief Observer

Remember you can register for this event on the SAM website!

Below: Check out SAM National, and Chief Observer, Mike Roberts' series of useful Youtube videos covering theory and riding skills.

Follow Mike: www.youtube.com/@mikeroberts



WHERE ARE WE GOING AND HOW ARE WE GETTING THERE?

Breakfast Run, Sunday 5th May. Charity Run in aid of MND Association

Route 11 Kitchen, Attleborough, NR17 2PU 01953 797068.

<https://www.route11kitchen.co.uk>

We will meet at Stowmarket Tesco IP14 5BE in good time so the last group can be away by 9am. Bring guests as this is a fund-raising event and more riders mean more donations. Allow at least half an hour for allocation to a group and general chit-chat. The route will not be long or challenging for those not experienced in our group rides. Leaving the A14 at Tot Hill we'll miss the roadworks by going through Wetherden to Woolpit, then trundle up the A1088 and A134 to Mundford. Turn right onto the delicious stretch of the B1108 through Watton to Hingham, then down to Great Ellingham and join the A11 just before Attleborough. Just under two miles along the dual carriageway brings us to the off-slip to the filling station and Route 11 Café. A large car (bike) park awaits with confidence inspiring hard surface. Don't forget to bring lots of spare cash to throw in the bucket.

Jaunt, Saturday 18th May

Black Horse Café, Earls Colne, CO6 2JX, 01787 220281

<https://www.oliversplants.co.uk/black-horse-cafe/>

Another departure over at Bury Tesco IP32 7JS, getting there around half an hour early so that we can get the last group away by 1pm. Through the Fornhams first, to get to Great Barton then down through Beyton, Felsham and Bildeston before cutting across to Boxford. Then we'll cut through Assington, Bures and Earls Colne taking the B1024 for the last leg down to Olivers Plants within which hides the café.

Chip Run, Thursday 23rd May

Little Fish and Chip Shop, Southwold, IP18 6EH 01502 218120

<https://www.solebayfishco.co.uk/the-little-fish-chip-shop>

Beacon Hill IP6 8LP, is the departure point this time. You know the drill, be there early enough so groups can be sorted and the last one away by 6pm. Taking the B1078 to Ashbocking we'll turn left past Helmingham Hall then on to Kettleburgh and Framlingham. From there it's across to Leiston, up to Blythburgh then right to Southwold. We've picked the quaint 'Little Fish and Chip Shop' as it's, well – quaint. You can eat in or grab a bench along the sea front. The parking can be a pain in the vicinity so the last group(s) may have to venture on to the pier, although the food may not be quite as tasty. Don't tell the people at the pier that I said that – if that's where you end up. It's a matter of personal choice. You just know what mine is.

SOCIAL RIDES: MAY and JUNE

Brunch Run, Sunday 2nd June

Bomber Command Centre, Lincoln, LN4 2HQ, 01522 514755

<https://internationalbcc.co.uk/>

<https://internationalbcc.co.uk/about-ibcc/the-hub-cafe/>

Meet at Bury Tesco - IP32 7JS from 8:30am so that the last group can get away by 9am. In order to cover the miles in a shorter timescale the usual twisties will be forsaken for some trunk roads. Using the A14 to Newmarket we'll turn off onto the A142 to Chatteris. Skirting around Peterborough the A15 is joined to take us nearly all the way into Lincoln. For those wishing to refuel before the return journey, the closest filling stations are in Canwick LN4 2RF just a little way into Lincoln on the B1188, and at Bracebridge on Sleaford Road LN4 2ND.

Jaunt, Saturday 15th June

Pickle and Pie (formerly Yaxham Waters Bistro) NR19 1RF. 01362 685754

<https://www.pickleandpie.co.uk/>

Gather from 12:30 at Beacon Hill IP6 8LP in order that we can all be away by 1pm. Up the A140 to pick up the A1120 to Dennington and then on to Harleston and Wymondham. It's on the B1135 almost all the way into Dereham. Parking is gravel on the frontage or hard standing around the back.

Chip Run, Thursday 27th June

Deep Blue, Newmarket, CB8 8EE, 01638 662898

<https://deepbluerestaurants.com/locations/newmarket>

We hope to depart MotoTechniks - IP14 3QQ – by 6pm, so please get there earlier so that the groups can be sorted out. We'll head out through the Suffolk version of Harleston, turning off at Felsham to Sicklesmere. Cutting across to the A143 it's down to Stradishall and onto the B1063 past the Tattershalls yard in Newmarket then looping around to the old Market Place. You'll actually have to use legs to get through the shopping area to the chippie, but it's not far.

Vini Evans

SAM EVENTS: MAY

Please see website for updates

MAY 2024

Wednesday May 1st

Committee Meeting
7:00 pm - 9:30 pm

Saturday May 4th

Mototechniks Italian Demo Day.
10:00 am - 3:00 pm

Sunday May 5th

Charity Run in aid of MND Association to Route 11 Kitchen, Attleborough.
THIS RIDE IS OPEN TO ALL MEMBERS, ASSOCIATE AND GUESTS. Voluntary donation of £5.00 per person to Motor Neurone Disease Charity - so please bring some cash.
Meet at 08.30 at Tesco, Stowmarket

Saturday May 11th

Ride Leader Training.
Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF.
Classroom session followed by an observed ride.

Saturday May 11th

Suffolk Triumph Demo Day
10:00 am - 3:00 pm
Suffolk Triumph, 713 Foxhall Rd, Ipswich IP4 5TH, UK

Sunday May 12th

CCMC Fun Run - Burger King to Wheatsheaf PH Tattingsstone.
9:00 am - 1:00 pm. Marshals needed.

Wednesday May 15th

SAM Group Night.
Krazy Horse (Empire House Motorcycle Showroom), Empire House, Business Park, 3 Lamdin Rd, Lark Valley Dr, Bury Saint Edmunds IP32 6NU
Announcements at 19:30 followed by a presentation from Krazy Horse.
Note - this event is being held at Krazy Horse showroom in Bury St Edmunds

Friday May 17th and Saturday May 18th

Safe rider workshop.
Please see the SAM calendar for further details of the sessions and how to book.
<https://suffolk-advanced-motorcyclists.com/sam-calendar/>

SAM EVENTS: MAY

Please see website for updates

MAY 2024

Saturday May 18th

Saturday Jaunt to Black Horse Café, Earls Colne. Meet at 12.30 at Tesco, Bury St. Edmunds

Sunday May 19th

Hadleigh Show

10:00 am - 5:00 pm

Come and visit the SAM Promotions team at the Show.

Wednesday May 22nd

Theory Evening – Gears & Acceleration

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF

Theory Evening. Come along and learn more about Roadcraft.

Wednesday May 23rd

Chip Run to Little Fish and Chip Shop, Southwold

Meet at 17.30 at Beacon Hill Services.

Route via Ashbocking, Kettleburgh, Framlingham, Leiston and Blythburgh.

Distance of around 42 miles, approx 1.5 hours

Saturday May 25th

Hints & Tips Ride

8:30 am - 2:30 pm

Meet at The George Hintlesham IP8 3NH at 8:30 for refreshments

Open to Members and Associates and Guests

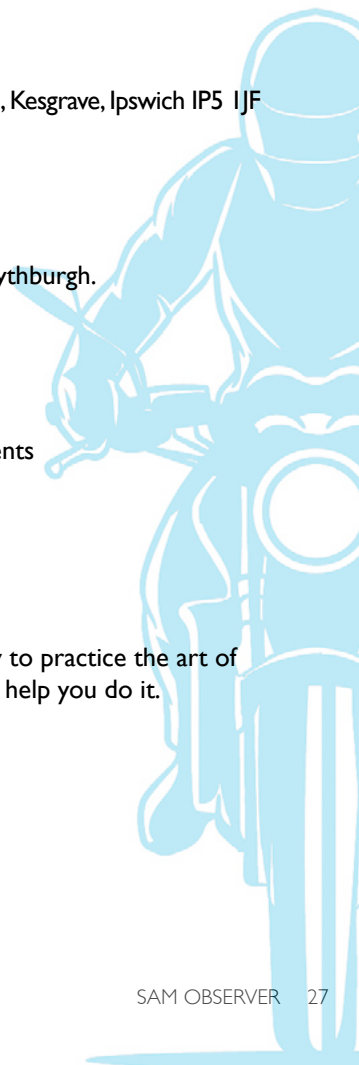
Sunday May 26th

Dexterity & Control

9:00 am - 1:00 pm

Sidegate Primary School, Sidegate Ln, Ipswich IP4 2QT, UK

Motorcycle Dexterity & Control 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.



SAM EVENTS: JUNE

Please see website for updates

JUNE 2024

Saturday June 1st

Orwell's Demo Day 10:00 am - 3:00 pm

Orwell Motorcycles Ltd, 200 Ranelagh Rd, Ipswich IP2 0AQ

Sunday June 2nd

Brunch Run to Bomber Command Centre, Lincoln

See social rides for details.

Wednesday June 5th

Committee Meeting 7:00 pm - 9:30 pm

Friday June 14th and Saturday June 15th

Safe rider workshop. Please see the SAM calendar for further details of the sessions and how to book. <https://suffolk-advanced-motorcyclists.com/sam-calendar/>

Saturday June 15th

Saturday Jaunt to Pickle and Pie (formerly Yaxham Waters Bistro)

Meet at 12.30 at Beacon Hill Services. See social rides for details.

Sunday June 16th

CCMC Fun Run - Burger King to Barnham Cross Common. ***Marshalls Needed***

Wheels on the Field event.

Wednesday June 19th

SAM Group Night. Announcements at 19:30

Kesgrave War Memorial Community Centre. Bar. Card Payments only.

Wednesday June 26th

Theory Evening – Overtaking

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF

Theory Evening. Come along and learn more about Roadcraft. Meet in The Board Room

Thursday June 27th

Chip Run to Deep Blue, Newmarket

Meet at 17.30 at Mototechniks, Stowmarket. Route via Harleston, Felsham, Sicklesmere and Stradishall. Distance of around 38 miles, approx 1.5 hours

Sunday June 29th

Motorcycle Dexterity & Control

Practice the art of riding a motorcycle slowly, and to learn the techniques that will help you do it. The event starts at 9.00 am SHARP usually finishing around 13.00, the venue is the playground of Sidegate Primary School, Sidegate Lane, Ipswich. IP4 4JD

HINTS & TIPS RIDE

SATURDAY, 25TH MAY 2024

START AND FINISH: The George Public House, George St, Hintlesham, Ipswich, Suffolk, IP8 3NH

ARRIVAL TIME: 8.45 for 9.00am. There is plenty of parking.

BRIEFING: You must be there for the briefing.

WHAT TO EXPECT: All the usual things you expect, and hope for, from a Hints and Tips Run: getting up early, riding lovely roads, discussing riding tips and chatting with like minded people, and of course, food at the end, if you wish. You will also have your riding Looked at and be given general feedback in the group. This is informal and a relaxed way of keeping up or gaining knowledge of advanced riding.

GENERAL INFORMATION: The ride will last approximately two hours and covers 50 miles. Refreshments can be purchased before and after the ride at the pub. Open to associates, full member

BOOKING: There are a finite number of spaces so if you are interested please book on a first-come-first-served basis with Ian Bishop. **Email: hi.bishop@virginmedia.com**



FOR SALE

Red NC750S

68 plate,

Mileage 4603

Full luggage

Rear hugger,

Running lights

Engine guard, Heated grips

Top box wired in.

Full service history.

Garaged since new.

MOT and service needed but will be done before it is sold.

Asking Price £5500 or near offer.

Very economical bike. Average 68 mpg - depends on how you ride it.

Interested? Phone 07748 532148 or email Vicky74smith@gmail.com



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 and Observers, complete with photographs so you can recognise everyone.

<https://suffolk-advanced-motorcyclists.com/contact-us/>

Calendar

Our online calendar with relevant links which can also be linked to your smartphone.

Contact: Les Smith

<https://suffolk-advanced-motorcyclists.com/sam-calendar/>

Observer Associate Charter

What is expected of the Observer and Associate while preparing for the IAM motorcycle test.

Contact: Paul Ballard

<https://suffolk-advanced-motorcyclists.com/wp-content/uploads/2022/10/SAM-Members-Group-Social-Rides-Charter.pdf>

Discount Scheme

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

<https://suffolk-advanced-motorcyclists.com/disc>

Shops

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

Contact: Mike Roberts

<https://suffolk-advanced-motorcyclists.com/sam-shops/>

Caring SAM

Our customer service & complaints procedures.

Contact: Brian Ellis: 07740 564097

Would you like to advertise in the SAM Observer magazine?

The committee discussed the possibility of members advertising in the magazine.

An example might be a member with a business that could be of interest to other members.

Our current advertising rates are in the magazine and are very reasonable. Because our rates are so reasonable we would offer members the same as the current advertisers.

Anyone who might be interested should contact the editors. We don't bite!



Follow us on Facebook!

www.facebook.com/suffolkadvancedmotorcyclists

YOUR SAM COMMITTEE

Officers

Chairman	Glyn Hill	07986 319163
Vice Chairman	Trevor Read	07525 724002
Secretary	Eric Aldridge	07984 022646
Treasurer	Bryan Duncan	07879 654122

Committee Members

Chief Observer	Mike Roberts	01473 717504
Membership Secretary	Dave Franklin	07801 688639
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Magazine Co-Editor	Tony Chyc	07778 343685

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Derek Barker	01473 327555
Tony Chyc	07778 343685
Paul Ballard	07850 715063
Geoff Scott	07983 939998
André Castle	07730 526674
Matthew Barker	07931 700725
Andrew Robotham	07816 128591
Terry Fellowes	07870 764187
John Rudland	07740 874300
Nick Braley	07990 734581
Ian Bishop	07775 920661
Steve Laws	07595 218734
Jon Marriot	07973 121725

Local Observers

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Glyn Hill	07986 319163
Bob Rhodes	07950 772034
Tony Shearman	07766 141212

IAM Examiners

Ian Maxwell	07974 941545
Neale McConnell	07899 714136
Simon Rixon	07951 292671

No calls after 21:00 please.

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. Any comments please email the editor: editor@suffolk-advanced-motorcyclists.com

WHERE WE MEET



Kesgrave
War Memorial
Community
Centre
Twelve Acre
Approach
IP5 1JF
(not to scale)



www.suffolk-advanced-motorcyclists.com

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