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NOVEMBER 2025



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Cover Image

Cover: From Chief Observer, Mike Roberts of his very soapy bike!

Send us your pics! The best ones will feature on our magazine cover. Send the full-size file (not cropped) to: editor@suffolk-advanced-motorcyclists.com.

Next Issue

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

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EDITORIAL MUSINGS

Tony Chyc

Great excitement last week – I picked up a new bike. I don't suppose anyone can guess the make. I traded in my 10-year-old BMW R1200RT for a 4-year-old R1250RT that has covered less than 3,000 miles. I did 24,000 miles in just under three years on my 10-year-old bike without any problems. The new bike has more bells and whistles: LED headlight, keyless ignition and the newer shift cam engine. The top box is now part of the central locking unlike on my previous bike and the TFT display is very impressive. I had been assured by the dealer that the built in navigation system works fine if you put your phone in "Do Not Disturb" mode. It doesn't. A YouTube video suggests putting your phone in "Super Battery Saver" mode and I shall try that next time I'm out on the bike. Have

BMW Motorrad not heard of Android Auto and Apple Car Play? Obviously not. I'm not selling my old BMW Nav5 just yet. I took a long route home when I picked it up and it does seem quieter, smoother and more powerful than its predecessor. The previous owner of the new bike had fitted an Akropovic exhaust, but I'm not convinced that it makes much difference. I've also managed to dodge the showers and take my regular pillion out: it doesn't feel much different for the pillion although she did have a better view of the instruments.

I have flagged up the proposed changes at IAM RoadSmart at the last two group nights. It's very easy to dismiss such matters but the changes to the Articles of Association proposed are quite significant. I don't believe it is my place to advise you how you should vote just to bring it to



EDITORIAL MUSINGS

your attention. The Institute of Advanced Motorists (as it then was) was set up to improve the standard of driving and riding among its members. The name change to IAM RoadSmart happened a few years ago as part of a modernisation programme. IAM RoadSmart is now involved in various commercial enterprises and in working with the government, police and other road safety organisations to improve road safety. If you want to know my views feel free to ask. I haven't looked at it yet, but IAM RoadSmart also has a new website.

I do hope you haven't put your bike away for the winter. The social rides continue right through the year and the weather in East Anglia isn't usually bad for too long over the winter. Thankfully we don't get a "Beast from the East" every year!

Tony Chye



Leanda Hoyland-Linch

October has certainly been a month of sunshine and showers - sometimes both at the same time!

A few weeks ago, my bike underwent its twice-yearly ACF50 treatment and thorough clean before I rode it over to Reiten for a service. The service wasn't due until November but as from the end of October, they would no longer be servicing BMWs with a service plan, I had to bring the date forward or reschedule with Sycamore in Witham. It feels a little like the end of an era as my service routine with Reiten has always included an excuse to pop in to see my mum, who lives a few hundred metres from the shop. She likes the excuse to 'feed me up' while I am there - consequently the bike suspension groans a little on the ride home! I must admit, I felt a little sad that, for now at least, I won't





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EDITORIAL MUSINGS

have that reason to visit Reiten, though who needs an excuse to pop in where there is always such a big welcome from the brilliant team.

With a very full belly, my ride back started dry and sunny, but as I rode past Hadleigh, the sky looked ominously dark ahead. However, shafts of sunlight suddenly poured through a crack in the cloud and the most magnificent rainbow appeared directly ahead, with both ends in view. It was quite incredible and I was so torn - stop and take a photo with the shiny bike in the foreground, or press on, knowing I was in for a soaking (and my shiny bike would soon be not so shiny?)

By the time I reached home the rainbow was fading fast but I just managed to catch the last of the arc as it faded into the cloud. It was a thing of beauty and it felt quite surreal, riding headlong towards the rainbow - one of those magical motorcycle moments when the ride feels every bit as perfect as any crock of gold.

One ride that was slightly less enjoyable was last weekend when I had to set off very early from a hotel in Hertfordshire after about five hours sleep, to get back in time to present a morning radio show. I had taken my bike knowing that should any delays occur on the route home, I would be able to get through easier and faster on two wheels rather than four. So, at 6:30am, feeling rather bleary-eyed, and with evening dress and party shoes stuffed inside my top box, I donned the waterproofs and set off on a very soggy bike. All was ok and dry-ish until I passed the sign for Suffolk and the heavens opened in biblical fashion. It was a good move, however, despite the

rain, as I made it to the studio, and the presenter's chair in record time.

With colder weather setting in, I need to fit some BMW handguards I bought earlier this year. They need some extra handlebar attachments to fit them so it's going to mean a visit to Nippy Norman's website. Restraining myself from adding anything else to my shopping cart is going to be a test of willpower.

Speaking of willpower, I'm looking forward to our group night meeting at Orwells this month...I will have to sit on my hands!!! See you there.

Leanda Hoyland-Jinch





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NEW MEMBERS, AWARDS AND GROUP NIGHT

New Members

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

Jack Grindrod

Harold Upton

Ben Parker

Tony Read

Stephen Wood



IAM Test Passes

Congratulations to the members who have recently passed their advanced test:

Mark Gately

His Observer was Andre Castle

Brian Purves

His Observer was Ian Bishop

Phil Ling

His Observer was Ian Leedham

Rob Devereaux

His Observer was Steve Mortimer

Keith Attoe

His Observer was Tony Chyc



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Q&A: STEVE NEWWEY, MEMBER

First bike?

I took my Direct Access bike test only 10 years ago, and my first bike, which I loved, was a Honda Hornet 600. Great first machine, docile yet agile around town but hitting 6000rpm on the open road was like turbo lag kicking in. I still feel grateful I managed to survive my rookie year without incident!

Best ride?

This was an excursion into the wilds of North Norfolk last year with a good friend of mine - a retired Suffolk Police motorcycle instructor and his colleague - also a Police instructor. This was before joining SAM. Despite initially feeling a

bit intimidated they soon made me feel at ease and it was a simply exhilarating day, that showed me just what could be achieved in terms of making swift progress but within Roadcraft safety margins. This ride-out inspired me to join SAM and take the test.

Worst ride?

This was a simple, short commute home on my 600. I left work early hoping to beat the incoming rain clouds but within just a few minutes of setting off the heavens opened in biblical fashion. I pulled over in a lay-by and donned my "waterproofs" only to discover these didn't quite live up to the product description. After waiting a few



Q&A: STEVE NEWAY, MEMBER

minutes but with no immediate relenting in prospect, I decided to crack on and brave the monsoon-like conditions. Mistake!

The sheer volume of standing water and puddles, being pelted by sideways water from other unyielding vehicles, lack of visibility and the constant feeling and threat of aquaplaning/lack of grip even at appropriately cautious speeds is an experience I'll never forget and I'll never put myself in that position ever again.

Furthest ride?

Not done many (any) long-range outings or overnights even, but this is something I aim to put right as I recently semi-retired, so now have more leisure time to play

with. Recommendations for good biking routes always welcome from all you seasoned tourers!

Best bike?

My current bike is the best I've ever ridden - a 2019 Kawasaki H2 SX SE. Previous bike was awesome, rode it for 7 years and I had thought it unbeatable - a 2012 Honda VFR 1200. When I first test-rode one of those it took my breath away and I was left slightly confused - how is a machine with performance like that even legal on public roads?! But a couple of years ago I tried out Orwell's demo H2 SX and fell instantly in love. It's in another league to the VFR. To be honest in the two years I've had it, the



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Q&A: STEVE NEWEY, MEMBER

total number of seconds I've had it on full throttle is a pretty low number. And yet it's handling is sharp but stable, predictable, well-planted and just when you think you might have over-extended your abilities the electronics kick in to gather it all up and keep you safe. I love it.

Favourite Bike Shop?

I've always used Orwell's, mainly because it's walking distance from my office. However they did blot their copy book on one occasion a few years ago - I dropped by to collect my VFR after a service and the reception guy (who'll remain nameless - nice bloke actually) managed to drop it in front of me, just outside their workshop. Needless to say they replaced numerous damaged panels/components to repair the damage, but when I collected the bike a

week or so later I found the guy no longer worked there. Oh dear.

Favourite Pit Stop?

The ICE Restaurant in Rougham do a cracking breakfast and the place certainly has a vibe to it.

How long a IAM member?

Actually I first joined the IAM when I was 18, as a car driver. 1982. I also joined RoSPA in 1994 and did their three-yearly re-tests until 2009, so when I joined IAM/SAM last year to bring my riding up to scratch, Roadcraft wasn't exactly unfamiliar. But I can honestly say it's increased my enjoyment of riding no end and in fact I'm currently having a crack at the Masters, under Mike R's expert guidance.

Steve Newey

RIP KEVIN KINSELLA

It is with deep sadness that we have to report that SAM member, Kevin Kinsella sadly passed away last month.

Our thoughts are with Pippa and Kevin's family at this time.

Kevin's funeral was on Wednesday 22nd October at 1.30 at St Benet's church in Beccles.

Pippa wanted to say thank you for the card from all Kevin's motorcycling friends.





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SAM HERITAGE CHALLENGE

October's group night saw Blake Galloway of English Heritage come along to draw the winners of 2025's SAM Heritage Challenge. You may not have seen Blake before, but if you are a regular at Portman Road for Ipswich Town's home matches, you may have recognised the voice, as he is the MC at ITFC's pre-match fan zone. His job with English Heritage, is to encourage people to visit the many free to visit properties owned by EH in the east. Many of these properties featured in this year's challenge.

Prizes went to, Sarah Munnings, Mike Roberts and Steve Milbourne for their entries, and all entrants received a magnificent SAM Heritage Challenge mug.

Thanks to all thirty SAM members who took part, and I hope you enjoyed it as much as I enjoyed planning it. Good luck with the 2026 challenge which I'm looking forward to entering myself.



Martin Andrew



THE LAUGHTER TRAIL

Excerpt from: One woman's solo motorcycle trip to Norway, and back again



Tony and Kate Chyc's group were headed southwards whilst I was still going north but before we parted they kindly oiled my chain!

Not many days later I crossed the Arctic Circle and a few more rides brought 24 hour sunlight. The quality of light changes the further north you go because although the sun is always in the sky it is low on the horizon, and there is that magical quality of daylight that exists at dawn and dusk. By this stage I'd been travelling for about four weeks and achieved the three things that I wanted to see when I first set off. But.....

there was still more land to the north, so taking one day at a time, I kept going. Many bikers on the trail talked of two very special places, The Lofoten Islands and Nordkapp.

Some would say they were beautiful and an essential part of the tour, others that Lofoten was overfull of tourists and Nordkapp was wild, windy and horrible.



THE LAUGHTER TRAIL

Excerpt from: One woman's solo motorcycle trip to Norway, and back again

Only one way to find out.....

Lofoten and Vesterålen are Islands that lie in the Atlantic Ocean in the path of the Gulf Stream so the climate and water are unexpectedly warm. They are stunningly beautiful with white sandy beaches and an emerald sea. There is a surfing culture and at times it felt like California. The windy roads and cute fishing shacks painted deep red are unique and the mountains high and jagged in the south and high and smooth in the north. I was hoping for a lazy week to recuperate and become a surf bum, but after a few days the weather became alarmingly windy with drizzle, not easy conditions for riding or camping.

After these Islands there are really only two main routes, east to Sweden or north to Nordkapp. I went north.....

Slowly the scenery changes, the broadleaf trees disappear, the pine trees become shorter, villages smaller and further apart and it's hard to imagine how people live here all year round. The range of food in



THE LAUGHTER TRAIL

Excerpt from: One woman's solo motorcycle trip to Norway, and back again

the shops is limited as delivery mileage is very high and it was difficult to eat vegetarian; hot dogs and reindeer burgers being the stable fare.

And so eventually to Nordkapp, the furthestmost point in Europe just 1,300 miles from the North Pole, the meeting point of the Atlantic and Arctic Oceans.

My journey onto the high plateau was a horrible nightmare. The weather is notoriously unpredictable and I encountered buffeting winds, hail, and fog.



At one point two cyclists, unable to keep moving, dismounted, turned their bikes head to wind and crouched down, unable to stand upright against the squall. I knew that If I stopped I would also be unable to hold Caterpillar upright, and the next replacement brake lever would be many miles away, so revving uphill in first gear and trembling with fear, I rode through the fierce wind, over the pass and straight into thick fog. I could just make out the white edge line of the road on my right and the vague lights of a vehicle ahead. Travelling slowly, the fog eventually disappeared and a burst of fierce wind brought me to the visitors centre at the very top of Europe. Angling the bike so the wind blew her onto the side stand, I crept inside and found a quiet place to lie down, knowing I didn't have the courage to ride home.

Close to tears and feeling very alone I had no idea what to do. Perhaps I could faint and be airlifted to a comfortable



THE LAUGHTER TRAIL

Excerpt from: One woman's solo motorcycle trip to Norway, and back again

hotel, letting my insurance take the bike home? Perhaps a friendly biker would ride her back to my campsite and I could call a taxi? Too stressed to think clearly I decided I might at least get my photo with the iconic globe statue. Was it my imagination but had the wind died down a little? People were no longer clinging to the rail to climb the steps. Was there hope of a return trip? I still needed comforting and as each motorcyclist arrived I asked them for a reassuring hug. Gradually my nerves settled, three hours and another hot chocolate later, the wind had definitely lessened and the grey cloud lifted a little. The bravest thing I've ever done is get back in the saddle and ride back to camp. The journey back was almost pleasant, a dramatic tundra plateau with sweeping curves and a unique beauty greeted me. The wind was still strong but not so gusty and unpredictable. I treated myself to a meal out that evening in the company of

three other solo bikers going either to or from the end of the world.

Now what?

Which route home? There just isn't room in the SAM magazine for the whole of my 12 week tale. And my journey is really about the people I met and who shared their stories and their laughter. Including:

Tony and Kate Chyc.

A Sami reindeer herder.

Two Finnish ladies on Honda Goldwing trikes.





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THE LAUGHTER TRAIL

Excerpt from: One woman's solo motorcycle trip to Norway, and back again

A Swedish musician who played with Jimmy Hendrix.

A man who hunted bears.

A man in his 70's, cycling to Finland on a homemade bicycle to recapture inner calm and stillness.

Another female solo traveller heading to Norkapp from Poland on a 250cc dual-sport.

A young man in full leathers racing through the German mountains on a Yamaha R1.

And many, many more. You can find them, their stories, laughter and the rest of my tale on The Laughter Trail - YouTube

I must say thanks to my Observer, who kept in contact throughout my journey, he shared his expertise and pretty much continued the IAM course by

correspondence. He was ready to answer any question: 'How do I maintain traction on downhill hairpin bends?' 'I've gone up a steep gravel hill for this campsite, I've never done gravel before, I'm scared, and don't know how to get down!' 'What position for a bend that is long sweeping and goes on forever?' 'Help, the central reservation is an alarming steel cable'. Thank you Ian Bishop for all your general advice and encouragement. I hope I have practiced enough now to pass the IAM test.

Now home, I am continuing to collect laughter, so if anyone would like to talk about your love of bikes and is brave enough to share some laughter with me, please get in touch. karenclarke06@aol.com

Karen Clarke





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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.

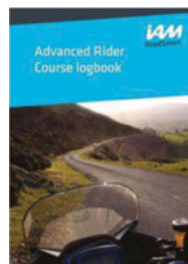
The great benefit of attending these sessions in the classroom means it saves time on the road covering theory, with the opportunity to discuss any issues you may have on your Advanced Rider Course.

Next theory night: Wednesday 22nd November. Subject: Overtaking
Contact: Paul Ballard 7.30 pm to 10 pm

Mike Roberts
SAM Chief Observer

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

*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*



MOTORCYCLE DEXTERITY & CONTROL SESSIONS

Do your slow riding techniques need brushing up? Was the last time you did a U-turn when you did your CBT? Slow riding skills are essential for good machine control and SAM's Motorcycle Dexterity and Control sessions are the perfect way to improve. Keep an eye on the website for the dates of forthcoming sessions. Book your free place via the website:

<https://suffolk-advanced-motorcyclists.com/dexterity-control/>



ERIC ALDRIDGE - NEWS FROM SUSSEX

Some of you may remember me! I was (until December 2025) a member of SAM and had the privilege of serving on the SAM Committee for several years as Secretary. In July I moved to West Sussex. Prior to the move and since then life has been hectic as those of you have experienced a house move will know. For those who haven't then I would suggest you do so only if there is no alternative. Downsizing is an additional challenge not for the faint hearted. Having said that, we love our new house, things are settling down, and we have completed most of the major adjustments needed.

The time came for me to find a local affiliated IAM Group. In Sussex there are three groups, East, West and Central. The first move was to look on their websites. Central (CSAM) is for cars and bikes so I dismissed it - it is also the furthest from home. I contacted both East (ESAM) and West (WSAM) before I moved down here and ESAM suggested I contacted them when I was settled. I received nothing from WSAM. (I have subsequently been told the membership secretary had an email issue). Both groups have meetings on the same Sunday each month and at the same time. I went to the group A meeting in September and met the cleaner of their meeting place. The meeting had been cancelled for September. Group B had their meeting until midday 50 miles away, so I decided to try them and managed to arrive there in time an hour later.

There are two things to highlight here: I did not anticipate a 'red carpet' upon my arrival at a new group. However, I did expect a reply to my emails and a website calendar giving me up to date information. (I have now

found a note elsewhere on the group A website indicating the cancelled meeting and a reminder that as a non-member I would not be notified of any changes).

I know, and this is part of the reason for my writing this note, if anyone contacts SAM, your Membership Secretary will respond within a day or so. If there is a change of plan the SAM website calendar will be updated to reflect this and, usually an email will be sent to all members to inform them of the change. Remember non-members looking to join the group have limited knowledge and access to this information. It is quite enlightening looking at other groups, seeing how they operate, what they offer and how they present themselves. May I suggest you have a look at a few IAM websites. You might then appreciate what SAM offers you and how they present themselves.

I met the Chairman of the group B on that Sunday and their meeting was interesting. They hold a 'Meet and Greet Meeting' each month for potential new members. The day I attended there were several tables with at least four 'Newbies' having conversations about joining, and they had started the meeting an hour earlier, so maybe even more were interested. The Chairman said they had about 190 members with around 80 active participants. He invited me to their next group night in a local pub when an ex naval Commodore would be giving a presentation. Their Chief Observer was away but he would contact me to arrange an assessment ride and at the same time he would arrange my membership as he was also the Group Treasurer! Until I joined (and paid my fee) I could not see the website calendar, any events, rides etc. They have two Committees.

ERIC ALDRIDGE - NEWS FROM SUSSEX

The Executive Committee with Trustees and a Group Committee to run group operations. The following week I went to their Group Night. I arrived on time, but the Speaker had already started. There was an intermission, so I got a drink (free refreshments were available too) the meeting finished and everyone went home. No one spoke to me (including the Chairman). I'm still waiting for contact with the Treasurer/Chief Observer one month on. I know, and the SAM Committee will agree, they are not perfect, nor do they always get it right. However, one thing they have at group nights is the welcome table. Someone from the committee will always try to spot anyone new aided by the Treasurer on the door. The Chairman also always asks if there are any Newbies during his opening chat. It was not always like this, and this is deliberately in place to ensure new members at least feel welcomed at the meeting.

In October I went to the group A meeting. The website said the committee met at 9 am followed by a group meeting at 10am. I arrived before 10 and could see the committee members having coffee. The chairman saw me and came to meet me in the car park, we had a brief chat, he offered me coffee and explained there was a brief committee meeting, but other members would be arriving soon. The committee members introduced themselves before going into their meeting. As the members arrived, they each introduced themselves and we had normal biker conversations until the group meeting started and about 25 attended. The IAM representative for region 2 was there to give a brief outline of his role, his expectations and the IAM's new plans

and the IAM AGM in November agenda items. After the meeting I had another chat with the membership secretary. I have subsequently joined and paid my membership fee to group A. Things of note... They have a four-member Training Team that share the training and the chief observer role. Being a national observer, I have asked to join their observer team of about 15 NOs. My application will be discussed at their next meeting. The other item of note is that their social rides are spring to autumn - no winter rides. Social Rides tend to be ad-hoc advertised by members on Facebook. There are very few official rides noted on their calendar in 2025.

One thing is clear to me that although the IAM groups all work within the same criteria and umbrella IAM policies they all do so by interpreting that criteria differently. Finally, let me say that all the 168 IAM groups and committees are made up of volunteers and serve these groups for various reasons such as making car drivers/bike riders safer or maybe just to give something back to the clubs but remember without them there wouldn't be a group. They are always open to suggestions and would welcome new committee volunteers. In SAM you are extremely fortunate that you have a dedicated hardworking committee who give up their time freely to keep the club wheels turning. They are also well supported by members from the ride leader and observer teams offering you plenty of opportunities to get out on your bike and more importantly to improve your riding skill. I wish you well in your all your ventures and keep safe.

Eric Aldridge

FROGGY FOLLIES:

Speed Traps, Sprockets and Tyre Tantrums

Picture this: a convoy of leather-clad Brits, engines humming like over-cafeinated bees, slicing through the French countryside towards Folembay's hallowed tarmac. The air's thick with exhaust and expectation - track day ahead, croissants for brekkie, and that vague promise of continental chaos. But as the first evening sun dipped low over some unpronounceable village, whispers slithered through the hotel like a dodgy carburettor. "Did you hear? Three lads nicked by the fuzz, one bike impounded. Proper Keystone Cops stuff." I smirked into my vin rouge, figuring it was leftovers from last year's jaunt. Little did I know, France had a full deck of jokers up its sleeve, and we were all about to draw one.

Fast-forward to night two, and I'm tucking into escargots with the very trio in question - the Three Amigos, as they'd become known. These lads were the picture of nonchalance over their steak frites, but their tale unravelled like a frayed throttle cable. Cruising innocently (or so they claimed) along an empty autoroute, minds on tomorrow's laps, when suddenly a Peugeot 508 explodes from the shadows

like a startled gecko. Lights flashing, siren wailing, the gendarme pulls level, then surges ahead to box them in. Hearts hammering harder than a cold start on a winter's morning, they eased to a halt on a roadside farm verge. Out steps Monsieur Truncheon, extending his baton with a *schnick* that could curdle lait. Accident? Intimidation? Who knows? French policing's got more flair than a Cirque du Soleil act. Speeding charges fly thicker than gravel chips: two fines slapped down like soggy crepes, but the third? Instant ban. Four months off the bike in France, clocked at a measly 2kph over his mates. Highway robbery, or just metric mischief? Either way, his bike stays put, tethered to the farmer's barn like a naughty pony. Cue a pillion perch home, ego more deflated than a slow puncture.

Dawn cracks, and the Amigos aren't ones to let bureaucracy blunt their buzz. Two hop on one bike - doubles all the way, French Highway Code be damned - and sweet-talk the farmer with grins broader than the Channel. "Oui, monsieur, ze bike? Ours. Left it 'ere yesterday. Terribly sorry, zat silly



FROGGY FOLLIES:

Speed Traps, Sprockets and Tyre Tantrums

ban..." Before you can say *procès-verbal*, they're wheeling it back to base, engines purring like nothing happened. By midday, the trio's merged with the main pack at Folembay, helmets on, ready to redeem the day. And on the scoot back to Calais? They glue themselves to our tail, a human shield of Harleys and Hondas. Speed limits? Observed with the zeal of a nun at vespers. No lone wolves here - just a peloton playing it safe. At passport control, our banned buddy sweats like a rad in rush hour, but the Douanier waves him through with a Gallic shrug. "Allez-y, monsieur. Next time, slower." France 1, Brits 0? Nah - we nicked the bike back. Call it a draw.

But oh, the mechanical malarkey that makes these trips the stuff of legend. Take poor sod on the Honda CBR600RR - let's call him Brake-Less Barry. Mid-morning session, he's carving corners like a hot knife through beurre, when suddenly: nothing. Zilch from the stoppers. Fluid's gushing like a burst main, leaving a snail trail of DOT4 from pit lane to peril. Enter Chris, our van-dwelling saviour, toolkit in one hand, thermos in the other. A quick top-up, a bleed, and Barry's

back in the fray - job's a good 'un, no comebacks from that gremlin. A few days later, when I nipped back to the organising shop to collect my leathers and kit, David claps me on the back and spills the beans: "That leak? Banjo bolt weeping like a homesick exile." Lucky escape?

Understatement. Imagine that striking on the Dover run or the Calais crawl - Barry'd be decorating a ditch with his fairing. As if fate fancied a double bill, on the homeward leg, *clunk*: rear sprocket nuts AWOL, the whole shebang ping-ponging into the swingarm like shrapnel from a spark plug. This happened not far from the hotel, mind - long before Calais hove into view. No way they'd have limped that far otherwise. Chris, bombing along the toll roads in the support van while we snaked the back doubles, scooped him up pronto. Moral? Maintenance isn't a chore - it's your Get Out of Ditch Free card. Barry's grinning now, but I'll bet he checks his bolts with a microscope next time.

Then there's the Tyre Titan, our puncture-plagued pal who turned adversity into an audition for endurance champ. En route to



FROGGY FOLLIES:

Speed Traps, Sprockets and Tyre Tantrums

France, *pop* - front rubber's holed, slower than a limp on the lane. Does he limp home? Nah! He tapes it, pumps it, and powers on, re-inflating between track stints like a one-man pit crew. "Sod it," he says, eyes on the prize. "Quick route back with me mate - Calais or bust." Perseverance? That's the biker creed: when the rubber hits the road (or doesn't), you just keep rolling. Hats off, mate - you made the rest of us look like fair-weather filers.

Me? My three days were a comparative snooze-fest, if you discount the M2 snarl-up outbound (police tape fluttering like surrendered flags) and the homeward crawl through accident-strewn roadworks - miles of filtering that'd test a saint's patience. But Folembay? Pure poetry in the morning. Last year, I was tiptoeing in third, braking like a granny at a give-way. This time? Fourth-gear flicks from side to side, more scalpel than sweeping brush - surprised the bejesus out of me how my KTM 1290 Super Duke R EVO snapped right to left and back, standing it up on the binders before tipping into the left-hander as I eased off, then straight onto the gas to flip

it right through a chicane. Confidence? Through the roof. But hubris, eh? Penultimate morning stint, rear's flirting with cold tear, so I drop a psi. Front? Gauge slips, a whisper of air escapes - job done, thinks I. Pit out at 34psi per the TPMS, rear climbs quick-smart, but front? Stubborn as a seized chain. Warning light flares after a couple laps: low pressure. Straight in, compressor fumble - bloody thing *exhales* more than inflates. Limp back at walking pace, wobbling like a kid's first two-stroke.

Lunch looms, but I'm sidelined, fretting over a phantom flat. Organisers' mini pumps? No better than the one I'd brought along - not the beefy units I'd hoped for. Re-inflate, gauge plummets - hunt on. Soapsuds from the bogs reveal nowt, till a sharp eye spots a hiss at the valve. Scramble for a spare (circuit's got one, eventually), Damian from HRT slathers on the spit-test: "Non, c'est bon." Inflate, hold. Slow laps confirm: pressures rise, no leaks. Park it half an hour - solid. Out again, but the mill's chilled, progress ponderous. I'm a duck at a shoot, mind mush from the faff. Pace creeps back, but errors elbow in, hamstring cramps like a



FROGGY FOLLIES:

Speed Traps, Sprockets and Tyre Tantrums

seized clutch. Zone? Vanished. Call it, pack it in - afternoon's a write-off. Guttled? A tad. But those morning miles? Gold. Speeds I'd only dreamed of - short straights reaching 145-155kph before the binders bite, the long'un pushing 165-175 with oodles of margin for chicanes and hairpins. My fastest session? Tracker nailed 12.5 miles in 16:56 - average 47mph once you trim a minute for pit dawdle, including a warm-up lap and a couple easing into the rhythm as the tyres heated up. And the wear? Right to the edge, that gummy rippled rubber a whisper from the limit, about a cm shy. Lesson learned, etched in tread: it's speed through the bend that cranks the lean, no faffing with deliberate pushes. Eyes far ahead, tracing the curve, and the bike trails like a faithful hound. Body slung inside, and counter-steer? Barely a nudge - light as a caress to tip her in sharp and sweet. The leak's cause? Still a mystery two weeks on - best guess is the gauge snagged the valve on that psi-drop, leaving it sticky and unsealed. It's held firm since, but lesson noted: treat valves like they're made of French glass. Next year? I'm there, valve wrench in glovebox.



So, as the ferry chugs us back to Blighty, bikes lashed down against the swell, we raise a wry toast to France's fickle charms. Gendarmes with attitude, sprockets on the lam, valves playing coy - it's all part of the gamble that hooks us. Mishaps mend us, near-misses sharpen us. And the open road? It forgives, eventually. Hats off to David Halsall and the crew at Reiten Motorrad (www.reitenmotorrad.co.uk) - formerly the BMW dealer, now the go-to service hub for the patch - for orchestrating this continental caper without a hitch. With a fleet heavy on GS1200s and 1300s (plus the odd S1000RR firecracker), it's a Beemer bonanza, but all makes welcome. At a snip like £450 all-in - ferry, Soissons hotel with brekkie, and Folembay track day complete with lunch - it's value that'd make your wallet weep with joy. Extras? Just petrol, evening scoff, and those cheeky tolls. Flexibility's the name: solo scoot to the hotel if you fancy, or hop on the group ride from Dover's McDonald's, David's drop-off markers leading the way while Big Jim tails with flashing lights to keep the stragglers rolling. Track optional - fancy a detour to nearby WWII haunts en route from Calais? Go explore. Pit lane's open slather bar lunch, mixing novices with neck-snappers; us old hands keep an eye out, and this year, zero spills - just pure two-wheeled bliss. Fancy three days of motorcycling nirvana with thirty fellow riders? Ping David to snag a spot; they vanish quicker than brake fluid on a hot lap.

Pat Bloomfield

SAM EVENTS: NOVEMBER

NOVEMBER 2025

Wednesday November 5th

Committee Meeting 7.00 pm – 10.00 pm

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

Saturday November 15th

Saturday Jaunt to Fillpots Garden Centre, Boxted Cross

Meet at B&M Interchange Retail Park, Copdock IP8 3TT intime for the first group to leave by 12.30pm

Route via Sudbury, Great Yeldham, Wakes Colne and FordhamHeath.

A distance of 50miles taking around 1hr 30minutes.

Wednesday November 19th

SAM Group Night at Orwells Motorcycles, 200 Ranelagh Road, Ipswich, IP2 0AQ

Wednesday November 22nd

Theory Evening – Topic: Overtaking

Contact: Paul Ballard 7.30 pm to 10 pm

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

Theory Evening. Come along and learn more about Roadcraft.

Meet in The Board Room

Please, please, please note that if you do not arrive by the stated time for ride outs, they may leave without you. It is also helpful if you sign up via Eventbrite so that we know numbers for catering and ride leaders.

SAM EVENTS: DECEMBER

DECEMBER 2025

Wednesday December 5th

Committee Meeting 7.00 pm – 10.00 pm

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

Sunday December 7th

Breakfast Run to Perrywood Garden Centre at Tiptree

Meet at Wherstead Services (new meeting point) Jcn A14/ A137, IP2 8NQ in time for the first group to leave by 08.30am.

Route via Holbrook, Higham, Stanway and Tiptree

A distance of 40miles taking around 1¼ hrs

Wednesday December 17th

SAM Group Night. Announcements at 19:30 followed by the SAM Christmas Quiz, surely the event of the year! There will be food as usual. How many knowledgeable friends do you have?

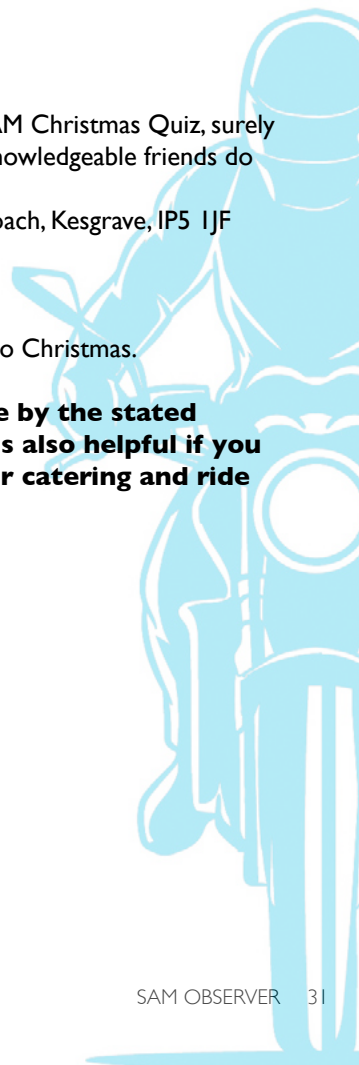
Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, IP5 1JF

Bar serving drinks, including soft drinks, etc.

NOTE: The Bar only accepts card payments - no cash.

There is no Saturday Jaunt this month as it would be too near to Christmas.

Please, please, please note that if you do not arrive by the stated time for ride outs, they may leave without you. It is also helpful if you sign up via Eventbrite so that we know numbers for catering and ride leaders.



RIDE LEADERS

Ride Leaders

Ken Beckinsale	Les Smith
Mike Roberts	David Wood
Chris Bond	Robert Rhodes
Jeremy Duszynski	Leanda Hoyland-Linch
Brian Ellis	Colin Will
Vini Evans	Bruce Pearce
Graham Clements	Trevor Read
Steve Hart	Andrew Sparrow
Andrew Robotham	

Member's Social Ride Coordinator and
Route Planner: Phil DeBoise

phil.deboise@btinternet.com

Mobile: 07720 664 326



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SAM MEMBERSHIP RENEWAL

As we are approaching year end, please accept this as an early reminder that membership fees will be due on 1st January 2026.

The cost of renewal remains, yet again unchanged at £22 for a member and £25 for joint rider/pillion members.

Our preferred method of payment is by Standing Order. If you have already set one up, please ignore this message.

To set up a Standing Order, simply visit the SAM website under 'Join us' to download and print a copy of the membership renewal Standing Order Form. <https://suffolk-advanced-motorcyclists.com/renewal/>

Complete the form and send to your bank, or if you have online banking, use the details on the form to set up a regular payment via your bank's online services.

Sorry but we can no longer accept cheque or cash payments.

If payment by Standing Order is not possible, bank transfer (BACS) is perfectly acceptable.

Suffolk Advanced Motorcyclists

Sort Code: 20-92-08

Account No: 10363650.

Stay safe,

Bryan Duncan

SAM Treasurer

Email: duncan173@btinternet.com

Phone: 01728 688864 - 07879 654122

TWO NEW NATIONAL OBSERVERS

Congratulations to Claire Harris and Bruce Pearce on passing their National Observer tests. All their hard work preparing paid off and we now have a total of 18 National Observers in the team.



A LOOK BACK AT SOCIAL RIDES IN OCTOBER

Breakfast Run to Posh Pigs, Ellough, Beccles, Sunday 5th October 2025

A healthy turnout of 22 members and Ride Leaders were greeted with a low sun and gusty winds, although the roads looked dry and temperatures held in the low teens.

The ride started well, as four groups made their way westwards with low sun making riding tricky. All seemed to go well, but then we came across several road closures around Leiston, courtesy of the Sizewell C construction works. A blanket 30mph speed limit around the local area reduced progress and the road closures tested the Ride Leader's Sat-Nav skills. Roads improved once clear of Westleton towards Southwold, but then we ran into our first flooded road which gave the underside of our bikes their first wash of brackish water.

Another flooded road was encountered later in the ride but by then, the sun was not as low, and roads improved. With no further issues we arrived at Posh Pigs Café who provided an excellent breakfast

along with a warm welcome. There was a rumour one of the groups had introduced a short-cut to the route following the many obstacles they had encountered, but nobody has owned up as yet. Lol.



A LOOK BACK AT SOCIAL RIDES IN OCTOBER

Saturday Jaunt to the White Hart Inn, Boxford, 18th October 2025

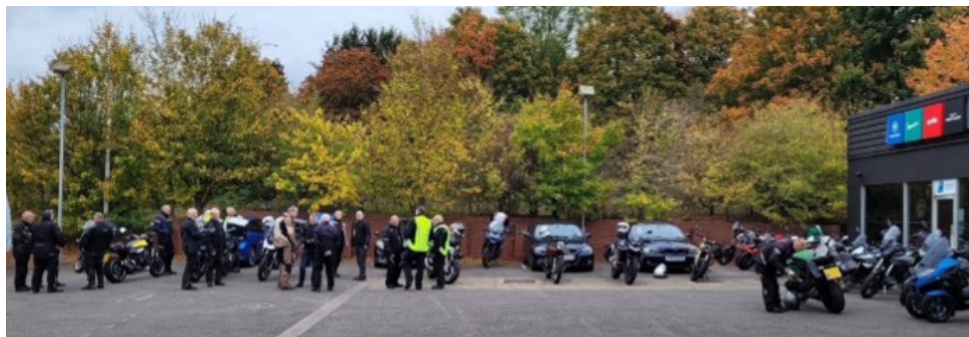
Perfect autumnal conditions greeted 28 members and Ride Leaders: cloudy, dry and light winds, with only a few leaves starting to drop off the trees. There is certainly something beautiful with the change of countryside colours.

Four groups of seven riders headed westwards, and the route had plenty for everyone, ranging from flowing sections, a few urban surfaces to smaller lanes, and even one section with a wide strip of

greenery in the middle. It provided a good test for bike control at low speeds.

For many riders the route gave the chance to ride new roads. It was our first chance to visit the White Hart Inn at Boxford, and it didn't disappoint, with Stephen and his team looking after us. The predicted sixteen riders had turned into twenty-eight and kept the serving team busy. Based on the reviews from the members, we will be visiting the White Hart Inn again.

Phil DeBoise
(Social Ride Co-Ordinator)



WHERE ARE WE GOING AND HOW ARE WE GETTING THERE?

Saturday Jaunt, 15th November 2025

Fillpots Garden Centre

Meet at B&M, Interchange Retail Park, Copdock, IP8 3TT in time for the first group to leave by 12.30pm

A new venue for the Saturday Jaunt ride-out which can be found near Colchester in Essex. The route starts at Copdock and proceeds to the A1071 and the Hadleigh Road. Apart from the 30mph speed limits in Hintlesham and then the 40mph limit afterwards, the road opens up to national speed limits and is a good road to revisit your roadcraft principles. Head through Sudbury picking up the A131 and head across the Ballingdon Bridge, turning right towards the small village of Bulmer and Great Yeldham. The roads will seem familiar to those on the breakfast run earlier in the month. Ride through Sible Hedingham and turn left onto the A1017, now you will be heading for the Colnes (Earls, White and Wakes) where you will turn off and go through the small villages of Fordstreet and Fordham Heath. The traffic noise will go up as you shadow the A12 on your right. At Boxted Cross turn right onto Straight Road (it is very straight) and Fillpots Garden Centre can be found on the right. A distance of 50 miles taking around 1 hr 30 minutes.

Please check the website calendar for any updates or changes and use our Eventbrite booking system to help forecast numbers on the day

SOCIAL RIDES: NOVEMBER AND DECEMBER

Breakfast Run, 7th December 2025

Tiptree Dining– Perrywood

Meet at Wherstead Services (new) Jcn A14 / A137, IP2 8NQ in time for the first group to leave by 08.30am.

Leaving the services, head downhill and turn right at the bottom to follow the River Orwell. Go through Freston and turn right onto the Holbrook Road and stay on the B1080 until you join the A137 at Brantham. At Cattawade head north on the B1070 and keep on the road through Bergholt and under the A12 joining the B1068. Go through the pretty villages of Thorrington Street and Stoke-By-Nayland turning left at Leavenheath to head South on the A134. Just before Great Horkesley turn right and proceed to West Bergholt and briefly shadow the A12 before going across the A12 at Stanway and then head to Heckfordbridge (what a great name) and you will shortly arrive at Tiptree. At the roundabout, turn onto the B1023 and the Perrywood garden centre can be found on the left-hand side. A distance of 40 miles taking 1 hr 15 minutes.

Saturday Jaunt, 20th December 2025

There is no Saturday Jaunt ride organised. Have a great Christmas and I look forward to seeing you all in 2026.

Phile de Boise

SAM Social Ride Co-ordinator

MEMBER INFORMATION

Contacts

Committee and Observers contact details.

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

Calendar

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: Mike Roberts, Chief Observer.

<https://suffolk-advanced-motorcyclists.com/wp-content/uploads/2023/01/Observer-Associate-Charter-New-2022.pdf>

Caring SAM

Our customer service and complaints.

Contact: Brian Ellis: 07740 564097

Group Social Ride Charter

Group Social Ride Charter which should be read by anyone wanting to come on a social ride. Its link is:

<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>

Shop

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/>



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YOUR SAM COMMITTEE

Officers

Chairman	Trevor Read	07525 724002
Vice Chairman	Tony Chyc	07778 343685
Secretary	Bruce Pearce	07715 471948
Treasurer	Bryan Duncan	07879 654122

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Continuous Training Coordinator	Geoff Scott	07983 939998
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John Rudland	07740 874300
Geoff Scott	07983 939998
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Phil Ireland	07710 609263
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Claire Harris	07771 894814
Bruce Pearce	07715 471948

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Paul Jewby	07932 530946

IAM Examiners

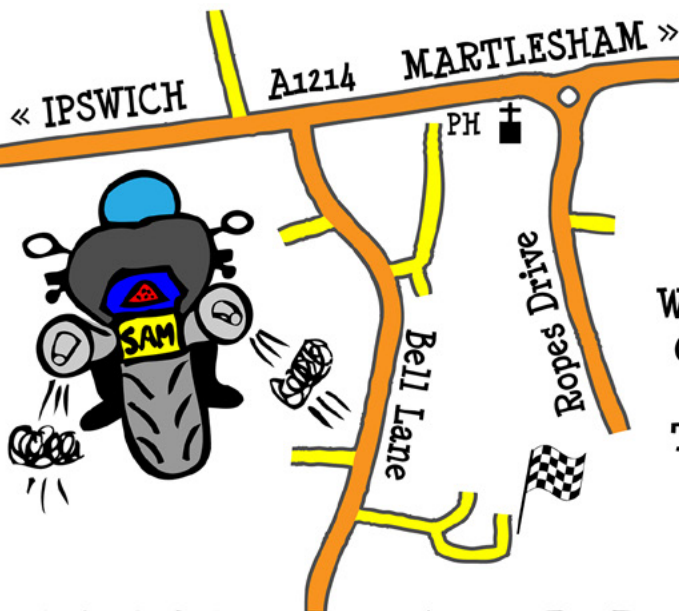
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Neale McConnell	07899 714136
Simon Rixon	07951 292671

No calls after 21:00 please.

Disclaimer

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WHERE WE MEET



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(not to scale)



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