

THE SAM OBSERVER



DECEMBER 2025



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Cover Image

Cover: From Chief Observer, Mike Roberts

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

I've had a request to comment on visors misting up and more importantly how to prevent it. This is the first time anyone has made a request, and it saves me having to think too hard about a subject! Back in the dark ages (last century) you had a visor on your helmet and if it was a high-end helmet some system to divert your breath away from the visor. Goggles were definitely going out of fashion although they are less prone to misting up. Open face helmets were still quite widely used and because there was better air circulation around the visor, they were less prone to misting up. For the record crash helmets became compulsory for motorcyclists on 1st June 1973. I didn't start riding until 4 years later. Like many in the group I'm a "born again" biker having

had more than a decade without a bike while the family was growing up. I bought a very old BMW K100RS from Lings (now Suffolk Triumph) and needed a new helmet. They had this new fangled pinlock system which is effectively double glazing for bikers. I was immediately impressed with how effective this system is. However, it does need a bit of effort from the rider. A brand new pinlock insert is flat and springs into place very firmly against the visor. It does need to be firmly in contact with the visor at all points. Depending on your visor this may mean moving it up or down slightly to get a proper fit. The lugs that hold the pinlock insert in place are also adjustable although I don't remember ever having to do this. Over time the insert will lose some of its springiness and won't sit tight to the visor. This is obvious



EDITORIAL MUSINGS

as you will see misting between the visor and the insert. If adjusting it doesn't work you need a new insert – they don't last for ever. Pinlock inserts now come in different grades depending on how effective they are at preventing misting. You can get 30, 70 and 120 and the bigger the number the better the insert. As they aren't very expensive it makes sense to go for the best one available for your helmet. They say that we all learn by our mistakes: it's not just misting up that can be a problem. If you are riding in rain be very careful not to get any drops on the inside of your visor – it's impossible to clear while you're riding and your view ahead is atrocious. If you have a flip front helmet flip the front rather than opening the visor when you stop. There are limits to the effectiveness of the pinlock system and if you are riding in torrential rain it may still mist up.

I think that's enough said on that subject. I took the opportunity while it was mild and dry to get out on my bike today. The roads were quite slippery in places with lots of debris. Picking a suitable line through the bends was interesting! I'm still struggling with my built in sat nav in spite of advice from another member of the club. I will either get there or find an alternative as I don't like being beaten.

Enjoy your rides when you can and don't forget to send us photos.

Tony Chye

Leanda Hoyland-Linch

Like many of you reading this, I was deeply saddened by news of Reiten's closure last week. I was a customer, who enjoyed popping in to what was more than a bike shop - it was an institution. It was a social club - if you called in on a Saturday, you could fill your belly with free food, bump into mates, or join a brilliantly organised free ride-out. Reiten was a place where you were welcomed by people who had poured their heart, soul and savings into their dream. Their absence will be felt by many.

I enjoyed two of the legendary Folembury trips where I made friends for life, gaining so much experience, among the unique camaraderie in the biking community. As a female rider, new to track racing, I was nervous, but the Reiten team gave me so much encouragement and were integral to my motorcycling journey.





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EDITORIAL MUSINGS

My last service there was just four weeks ago, and the showroom and forecourt were full of new and used bikes, busy with customers. It's so hard to believe that they are gone.

Thank you, Reiten Motorrad.

As a native to the area, I have seen the site go through several transformations. I vividly recall it being a working filling station, before it stood empty for some time. It then became a camping equipment supplier, then an auction house, both of which had my patronage, before eventually it became home to the best BMW shop in East Anglia. It will be interesting to know what the site will become next.

The photos are courtesy of Glemsford and Foxearth History Society Archives, showing how it was, along with a few keen local motorcyclists from pre-Reiten days.

On another note, having been co-editor of the SAM Observer for two and a half years, I am ready to hand over the reins. With increased work and family commitments, I would like to step back, though I will still be very much involved in SAM, supporting with events, remaining on the committee and as a Ride Leader.

If you are interested in taking over, please contact: leandahoylandlinch@icloud.com.

Wishing you all a very merry Christmas and a happy and safe new year.

See you at our Christmas Group Night!!

Leanda Hoyland-Linch





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NEW MEMBERS AND AWARDS

New Members

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

Steven Broomhall

Sarah Hollingham (returning member)

IAM National Observer Test Pass

Congratulations to Paul Jewby who recently passed the National Observer test.



Below, from top: Mark Gately, Paul Ling and Brian Purves, being presented with their certificates at group night.



Q&A: PHIL DAY, MEMBER

First bike?

Due to my middle-aged brain taking a while to get to grips with changing gear I ended up taking my CBT on a scooter in July 2023. Although pleased to have passed my confidence was knocked a bit by being 'demoted' halfway through the day. I plucked up the courage to continue my biking journey in October 2023 and started simple by buying a scooter, a 2004 Piaggio Liberty 125. It was a great bike to learn the basics of riding without having to worry about changing gear. My first 'big bike' was my Bonneville T100 which was bought from a bellringing friend who had decided to give up riding at about the time I was preparing for my DVSA test.



Best ride?

I've not had a huge amount of adventures yet but I think my best riding day out was a bellringing outing to the North East corner of Suffolk. A nice run up some sweeping A-roads with visits to Great Yarmouth Minster, Lowestoft and a handful of other coastal churches. The weather was perfect and the roads were lovely. I even took a bit of a detour to visit Ness Point, the most easterly part of the UK. It's not really geared up for visitors, being tucked away behind an industrial estate and not really signposted but worth it to say I've been there.

Worst ride?

Another bellringing outing. This time to the Cambridge area on Easter Monday. The journey over went well but at the second church my alarm key fob decided it would no longer talk to the alarm, leaving the bike immobilised. After several attempts to fix the problem I gave up and called the breakdown company only to be told 'That sounds like a key problem, we don't do key problems'. In the end my daughter had to bring over the spare key fob from Stowmarket. While I was waiting I decided to console myself with the snack I had packed in my top box, only to find that the top box wouldn't open. The lock worked fine but the button wouldn't push in enough to release the catch! I have since discovered that I could have set a code on the alarm so it could be deactivated by using the ignition switch to enter the code. I chose a more permanent fix by removing the alarm. The top box issue was 'fixed' by taking a hacksaw to the hinge pins!

Q&A: PHIL DAY, MEMBER

All things considered, if this remains my worst ever ride I shall count myself lucky.

Furthest ride?

A toss up between the seaside outing and the group ride to March Hippodrome. As it was the only ride so far where I've topped up with fuel before I got back home then I'll say the March trip. It was my first group ride with my Moto Guzzi and ended up being a good test for the active suspension.

I do plan on getting a bit further afield with a weekend away in the cotswolds next year but not sure I'll ever be in the continent-crossing league.

Best bike?

I've 'only' owned 4 bikes so far and each of them is special to me in its own way. The Liberty scooter proved to me that I would enjoy biking. The Honda CB125F helped me to learn gears and had unbelievable fuel economy (around 180mpg). The Bonneville has classic charm with modern reliability. The Guzzi is modern, stylish and powerful and probably my once-in-a-lifetime chance to have a brand new vehicle. The one thing I have noticed in my journey is that each bike has seemed heavy, until I got the next one!

If I had to give the title to one bike it would be the Guzzi but only by the narrowest of margins over the Bonnie.



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MOTO GUZZI



Q&A: PHIL DAY, MEMBER

Favourite Bike Shop?

Mototechniks. Apart from being my local dealer and the supplier of the Guzzi they are a great bunch of people. From advising on first bits of biking gear to parts and servicing and new and used bikes they have it all and are always friendly and helpful.

Favourite Pit Stop?

TTT in Sudbury. With a great ride from Stowmarket, through Lavenham to Sudbury, a good selection of unpretentious food (especially their breakfast buffet) and then a room full of beautiful bikes to peruse before heading off again you can't really go wrong.

How long an IAM member?

Not long at all! I signed up in March 2025 when Pat Bloomfield encouraged me to go along to Lings open day. I'd seen some of his SAM exploits on facebook and had been thinking of doing some further training so after having a demo ride on a Tiger sport 660 I signed up to SAM and IAM. I've thoroughly enjoyed the group rides as well as the observed rides leading up to my advanced test, which I passed on 31st August.

Phil Day

NEW NATIONAL OBSERVER & SAM LADIES

New National Observer

We are delighted to announce that Paul Jewby passed his National Observer Test recently.

The test was conducted by Neale McConnell.

Congratulations, Paul!

Calling all SAM Lady Riders

Would you be interested in joining a women's social group for friendship, rides, support and more?

There are a number of us out there and it would be great if we could meet each other.

Contact:

Karen Clarke: 07526 119529

Saska Bierowiec: 07746 187947

Sarah Hollingham: 07585 326764



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ITALIAN SCOOTERS AND ROMANIAN INNOVATION!

Thanks to David Wood for sending the two images, below:

In a side street in Florence, a snap shot of the many scooters ridden and loved by Italians. Not one motorbike, let alone a BMW, in sight!

Bottom: I like the modifications to add an engine to a modern bicycle seen in a park in Bucharest, Romania.



SAM NOVEMBER GROUP NIGHT AT ORWELLS

We had a very well attended group night in November at Orwells. A huge thank you to all those involved in hosting. They even had to empty all the chairs from the various offices to accommodate us!



As far as I am aware only one brave soul rode there.

Trevor and Bryan accepted a cheque for £4000 from Copdock Classic Motorcycle Club (CCMC) for our work bike parking at the Copdock show and marshalling for their fun runs.

The weather was kind to us for the show this year and we parked around 11,000 bikes. Sadly, both fun runs were on rather miserable days.

The club really appreciates the volunteers who turn out for these events and SAM wouldn't be the club it is today without the generous contributions from CCMC over many years. A plea for next year: CCMC only ask for our support three days each year.

A club with 300 members shouldn't find it that difficult but we do have to expend a lot of energy getting the right number of volunteers to each event. It would make



SAM NOVEMBER GROUP NIGHT AT ORWELLS

life so much easier if we had enough willing volunteers and didn't have to go round nagging, begging and cajoling members. Rant over! We are, of course, very grateful for those who do help support these events. The main event (Copdock show) next year is on 6th September.

Mike Roberts presented certificates to Phil Ling, Brian and Mark Gately who all passed their tests in October. After the customary break we had a very interesting talk from Andy Russell. Andy is a keen motorcyclist who runs Orwell's newsletter. He had a long career in motor journalism and talked about the demise of local media and tales from car launches including being led astray by Jeremy Clarkson.

This December group night is always a quiz night expertly put together by Bryan Duncan. There will be food available also organised by Bryan! Definitely one of the highlights of the year.



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

n-a-m.co.uk

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TRIUMPH EXPLORER 1200 - STILL GOING STRONG

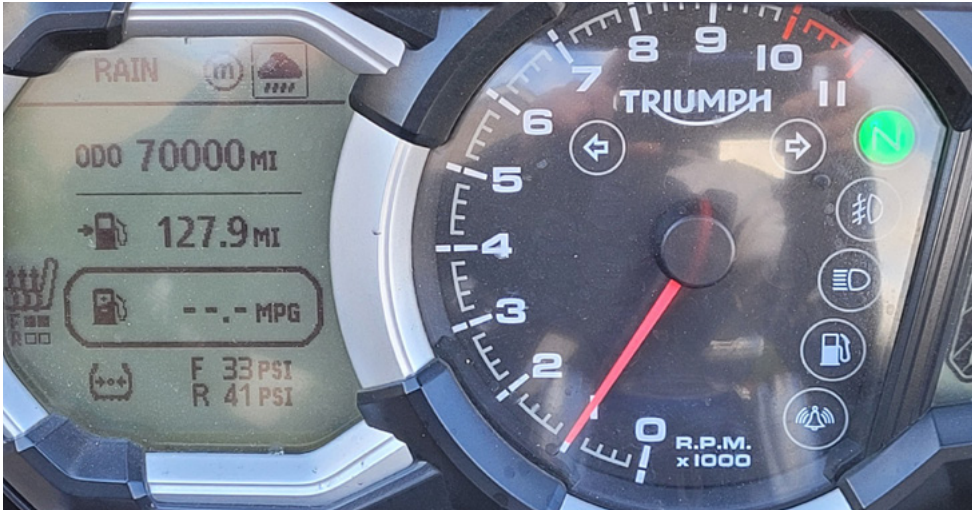
On the way home from the SAM's November Breakfast Run the Triumph Explorer odometer turned over to 70,000 miles.

I've done all but 4k of those. A lot of it Observing and on SAM social rides. The bike has proved very reliable and still has the original clutch and battery. In that time it has had the following:

- 6 front tyres
- 6 rear tyres
- 32 litres of engine oil
- 8 oil filters
- 3 air filters
- 3 sets of spark plugs
- 3 replacements of clutch and brake fluid
- 3 coolant flushes
- 2 sets of front pads
- 1 pair of front discs
- 9 sets of rear pads



TRIUMPH EXPLORER 1200 - STILL GOING STRONG



- 3 pairs of rear pad pins (now stainless)
- 2 rear discs
- 1 set of fork seals
- 1 front indicator (fell over at a petrol pump)
- I've lost count of the number of headlight bulbs

and copious amounts of cleaning and polishing.

Mike Roberts

I CAN SEE CLEARLY NOW

How good are your eyes? The first phase of IPSPA is Information and a lot of that gathering is done using our sight. I thought mine was pretty good, even though I've been wearing glasses of various strength over the years, and more recently vari-focals, so that I can see the SatNag and other instruments. Or so I thought ...

Roll back a couple of months and I went for my bi-annual eyesight checkup at the opticians (you do go for yours don't you?). After the initial inspection the optician

asks me "What have the hospital said about your cataracts?" My response was, "I haven't been to the hospital as I didn't know I needed to!" I'd noticed a decline in my vision but nothing that I felt was unusual. The outcome was the test was abandoned and I was referred for possible cataract surgery.

After a lot of reading and discussion with friends and relatives who have had this procedure done, I opted to go for multi-focal replacement lens, hopefully

I CAN SEE CLEARLY NOW



meaning I wouldn't need glasses. There's no guarantee and combined with other medical issues with my eyes I felt the risk of halos/flares for night driving was worth taking.

I've described below the procedure to put people's minds at rest if they too have to have this done in the future. If you haven't had your eyes checked for a while, please do as we really don't notice a gradual worsening.

I was obviously apprehensive about such an invasive procedure, but I really needn't have been. After checking in at the Nuffield I was shown to a room where the nurses did multiple checks of my name, date of birth, address, etc. The consultant, Mr Bassily, checked all the details and drew a mark above my right eye. The nurse then

administered the first eye drops. A few minutes later the next drops were added which they warned would sting. It was really mild, no worse than shampoo when washing your hair. Then they inserted a small pill in my lower eyelid. This dissolves as anaesthetic. After 15/20 minutes my forehead felt like I had a hat on. They then stuck me in a wheelchair, despite me saying I could walk, and pushed me to theatre. You lay on a bench with your knees raised and head in a shaped pillow to help keep it in place. The worst bit for me (as expected) was sealing a plastic sheet over my face. This didn't take long and once in place they opened a hole in the sheet for the eye to be operated on, and propped the sheet up with a metal bendy arm so you can breathe. I was concerned at this point that despite the anaesthetic I could still move my eye and raised my concern. The consultant said not to worry as the anaesthetic already administered was just the start and he would use plenty more! A very bright light was then placed above my eye and that was then all I could "see". A small incision was made. You feel nothing, just a little pressure and some blurry movement in the space in front of your eye. The consultant then used an ultrasound probe to break up the old lens with the cataract. The particles are then vacuumed out. The instruments are tiny and it is all done under a microscope. Some lubricant is then injected into the space where the lens used to be and a syringe is used to insert the new lens. This is amazing technology and the new lens, with its supporting arms, unfurls like the petal on a flower. You can't see this, but as

I CAN SEE CLEARLY NOW

it drops into place the bulbs in the bright light come back into focus. All the time the consultant is working they check how you are and are continually flooding your eye with cold water and more anaesthetic. I lay listening to the radio, completely relaxed. As I was wheeled back to the room I could already see, but not clearly as I was wearing a clear plastic shield. I had no post op pain and didn't even need to take paracetamol or ibuprofen (which I was told to stock up with).

The following day I removed the shield and applied the drops that I needed to use for 3 weeks. The world is so much brighter now! I can see clearly near and mid distances, and can see the end of the garden and further, but not quite so sharply. I was advised of this and distance can take the brain a little while to fully adapt (a few weeks on it has). Colours are also much more vibrant and whites are actually white. Not the creamy yellow they had (unknowingly) become.

What they don't tell you? You can taste the anaesthetic (remember your eyes drain into your nose/throat?). The water is ICE cold. Your other eye will cry in sympathy during the procedure.

The lens that I have had fitted. It's a Rayner RayOne Galaxy. Very new, not long released for use. It is AI designed and instead of concentric circles of different strengths which traditional multi-focal lens have, it has multiple spirals. So it is much more like varifocal glasses. No hard step changes.

If you are not squeamish here is a short video showing the insertion and unfurling of a similar shaped lens.

<https://youtu.be/IJRMZ-Lt2IA>

If anyone wants further information or wants to ask me any questions I will be more than happy to discuss what I've had done. I've been gushing for weeks now about how amazing this has been, so be warned I ramble on a bit.

Mike Roberts





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SAM THEORY EVENINGS

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

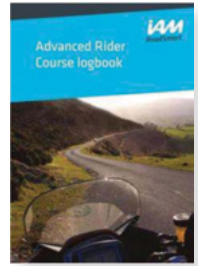
Based on an ever-revolving subject list of important rider skills, these nights are an informal evening of facts and lively banter all aimed at improving your ride based on the information in the Advanced Rider Course Logbook.

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 28th January. Subject: Cornering
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/>



SAM EVENTS: DECEMBER

DECEMBER 2025

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.

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SAM EVENTS: JANUARY

JANUARY 2026

Sunday 4th January

Breakfast run to Route 11 at Attleborough

NOTE: for winter breakfast runs – January to March, times to leave starting point is 09.30am

Meet at Stowmarket Tesco, Cedars Link Road, IP14 5BE in time for the first group to leave by 09.30am

Route via Ixworth, Stanton, East Harling, Watton and Attleborough

A distance of 50miles taking around 1hr 30 minutes

Wednesday January 7th

Committee Meeting 7.00 pm – 10.00 pm

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

Saturday January 17th

Saturday Jaunt to Café Fauna, Westleton

Meet at ASDA/Macdonalds, Whitehouse, Ipswich, IP1 5PD in time for the first group to leave by 12.30pm.

Route via Henley, Kettleburgh, Framlingham, Halesworth, Blyburgh and Westleton

A distance of 50miles taking around 1hr 40 minutes

Wednesday January 21st

SAM Group Night. Announcements at 19:30 followed by a talk by the National Escort Group. To avoid any confusion the following is taken from their website: The National Escort Group is an organisation that provides skilled motorcycle marshals for a variety of sporting events held on the UK public highway and aims to enhance and maximise the safety for competitors, officials and members of the general public alike.

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.

Wednesday January 28th

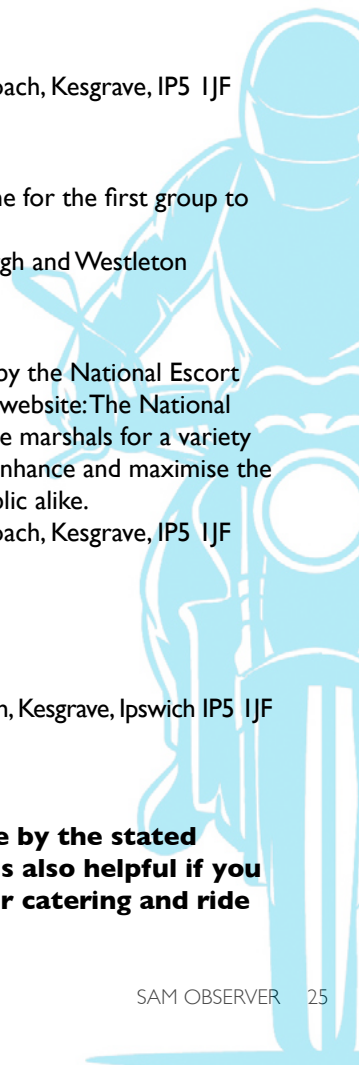
Theory Evening – Cornering. 7.30 pm to 10 pm

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

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.



Suffolk

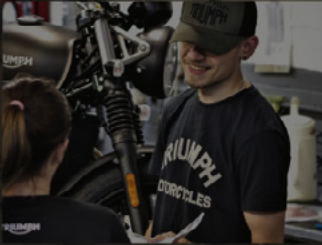
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A LOOK BACK AT SOCIAL RIDES IN NOVEMBER

Breakfast Run, Sunday 2nd November

Café 33, Stradishall

Twenty hard-core members braved the 'soggy' conditions after huddling under the trolley shelter and breaking the record for the number of riders in a shelter, although conditions did improve later in the morning. The bikes after the ride looked very different with mucky water dripping off them, however, despite the conditions, the different views in the west of the county with a range of different surfaces to test rider skills made up for those conditions. As per usual, Café 33 managed to squeeze us in and served up a great breakfast.



Saturday Jaunt, 15th November

Fillpots Garden Centre, Boxted

Setting off from B&M at Copdock, Ipswich, thirteen members were greeted with the second wet, windy and dirty roads of the month. It was noticeable when going into Essex the state of the road surface appeared to be very much in need of repair. There was no shortage of Essex clay either as it did its best to stick to the bike's 'swing-arms' and there was more than one groan with the prospect of cleaning them the next day. The start of winter has certainly arrived. Fillpots Garden Centre and their team made us very welcome with reserved seating and the chunky vegetable soup was very popular. By the time we left, light levels were diminishing, and it was dipped headlights all the way home.



Phil De Boise
(Social Ride Co-Ordinator)



WHERE ARE WE GOING AND HOW ARE WE GETTING THERE?

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 1hr15minutes.

<https://mappite.org/axb>

Saturday Jaunt, 20th December 2025

Due to being very close to Christmas, there is no planned Saturday Jaunt ride on the 20th December 2025

Phile de Boise

SAM Social Ride Co-ordinator



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SOCIAL RIDES: DECEMBER AND JANUARY

Breakfast Run, Sunday 4th January 2026, to Route 11 at Attleborough

Home - Route 11 Kitchen

Meet at Stowmarket Tesco, Cedars Link Rd, IP14 5BE in time for the first group to leave by 9.30am

Our first ride of 2026 takes us back to Route 11 for breakfast at a later start time of 9.30am for the winter months. The route leaves Tesco, Stowmarket and joins the A14 Westbound until Junction 49. Turn off and take the Haughley Road passing through Haughley Green and stay on the road until Elmswell where you will take the A1088 Northwards to Ixworth. Turn onto the A143 and head to Stanton where you will turn left on the B1111, passing through Hopton and Garboldisham. Go under the A11 and join the A1075 towards Watton until you reach the town centre. Turn right at the crossroads on to the B1108 and go Eastwards. You'll soon arrive at Hingham where you will start travelling South and will eventually join the B1077 at Great Ellingham. This is the final stretch where you will reach the A11 and head North towards Norwich. Remember to take the slip road to Route 11 Café and garage services, otherwise it's a 10 minute journey to get back and the amusement of your fellow riders. A distance of 50 miles taking around 1hr 30 minutes.

For Jan - March Winter Breakfast Runs, time to leave starting point is 9.30am

<https://mappite.org/ax0>

Saturday Jaunt, 17th January 2026 to Café Fauna, Westleton

Meet at ASDA Macdonalds, Whitehouse, Ipswich, IP1 5PD in time for the first group to leave by 12.30pm.

Our first Saturday Jaunt of the year takes us to Fauna Café at Westleton. The route leaves ASDA, Ipswich riding through the urban roads of Whitehouse towards Henley where you stay on the road until it meets the Swilland Road, B1078. Onto Otley Bottom you'll turn right for a short stretch of the B1079 before turning left back onto the B1078. Pass Debach Airfield and on entering Charsfield turn left to go through Hoo, Kettleburgh and finally Framlingham. Head towards Dennington using the B1116 until the junction of the B1117 signed as the Laxfield Road. Keep on this road through Laxfield, Ubbeston Green and Heavingham until you get to the outskirts of Halesworth. You're now on the A144 until the B1124 roundabout to Southwold. Keep on the B1124 until you get to the T-junction of the A145. Turn right then right again for a half mile of the A12, but don't miss the left turn at Blyburgh on to B1125 towards Westleton. Once in the village, turn right on the Yoxford Road and the final section of the ride where you will find Fauna Café two miles on the left hand-side. A distance of 50 miles taking around 1hr 40 minutes

<https://mappite.org/axa>

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/>

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



YOUR SAM COMMITTEE

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| Vice Chairman | Tony Chyc | 07778 343685 |
| Secretary | Bruce Pearce | 07715 471948 |
| Treasurer | Bryan Duncan | 07879 654122 |

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| Caring SAM | Brian Ellis | 07740 564097 |
| Charity Co-ordinator | Brian Ellis | 07740 564097 |
| Members Social Ride Coordinator | Phil DeBoise | 07720 664326 |
| Associate Co-ordinator | Robert Rhodes | 07950 772034 |
| Continuous Training Coordinator | Geoff Scott | 07983 939998 |
| Events Organiser | Ian Bishop | 07775 920661 |
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Mike Roberts 01473 717504

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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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