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WELCOME TO NEW MEMBERS

Laurance Moody

Alex Toms

Ben Roper

Mark Baker

Alistair Mitchell

Aled Davies

Cover Image

From: Andre Castle., with his RG winning best post-70s category at the Kesgrave Bell Bike Show

If you have great pic worthy of gracing our front cover, send it in!

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

As I sit at my desk the sun is shining, the blackbirds are hopping about on the lawn, and all seems perfect. I've managed to get to the Saturday Jaunt, and the Fish and Chip run this month as well as doing some observing.

The Fish and Chip run was to The Codfather in Sudbury. Facebook helpfully tells me that I was there a year ago. It's a good destination for early in the season as it's dine in. The weather happened to be fine this time. I have to say that service was a bit hit and miss: I ordered a low alcohol beer and was served the alcoholic

variety, and one order was completely forgotten. I decided that 330ml of Peroni wasn't going to impair me significantly and certainly wouldn't put me over the drink drive limit, so I didn't make a fuss. The food was good and the portions were gargantuan so maybe all is forgiven! Next month I'm off to France for a short solo break. I will be spending a night near Lille and two in Caen as I have family connections to both areas. I have previous experience of looking up family records at the Mairie (town hall) and Departmental Archives - it can be frustrating. I don't plan on using any toll roads and my route in France will be about 600 miles plus 100 miles each way from Colchester to the Channel Tunnel.

If you do venture across the Channel there are a number of things to remember



EDITORIAL MUSINGS

and inevitably these are constantly changing. Let's start with the tolls. If you do use toll roads in France (Péage) the normal way to pay is by credit card at the toll booths. I always make sure that I have at least two credit/debit cards on me. I had a Mastercard declined for no obvious reason once, but my trusty Tesco credit card worked fine. I also make sure that I have cards that don't charge extra for foreign transactions. It's a bit annoying to pay a modest toll charge and have an extra £3 added to your bill by the credit card company. It doesn't sound much but they do add up. Don't be tempted to go under a height barrier at the toll booths as they will charge you the car rate regardless. I thought they were just to stop lorries using those lanes, but I was wrong. Some motorways in France are now adopting the free-flow system (flux libre) similar to the Dartford Crossing and the Congestion Zone in London. You get 72 hours to pay the toll, or you can set up an account and the tolls will be collected automatically. So far this only applies to the A13 (Paris, Rouen, Caen) and A14 (a short autoroute from the west of Paris to Poissy designed to relieve congestion on the A13). The motorways in Belgium, Holland and Germany are toll free. And there are generally no speed limits on the German Autobahns.

The French have also introduced low emission zones (Zones à Faibles Émissions or ZFE) similar to those appearing in the UK. There is a slight difference in that you have to display a "Crit Air" sticker in France if you enter any of these zones. There are different grades of stickers

depending on how polluting your vehicle is. Bikes are not usually a problem, but your Aston Martin or Rolls Royce may be. They are available online from the French government for a very modest fee (€5.11) which is less than £5. The good news is that the sticker lasts the life of the vehicle. I have purchased one for my bike as both Caen and Lille have low emission zones. The fine for entering a ZFE without a sticker is €135. We're also taking our car to France for a short break this year so I thought I would order one for the car too. Unfortunately, after a couple of glasses of wine I managed mistype the registration. Doh!

If you are entering the EU with a UK vehicle you should have UK on the number plate or a black and white UK sticker. I'm not sure how strictly this is enforced but the cost of a sticker is so minimal that it isn't worth taking the risk. I remember many years ago being refused entry to Germany until I bought a GB sticker at the border – it cost 1 DM! In Spain they insist on the black and white UK sticker so a number plate with UK is not sufficient there.

Isn't life complicated these days!

Tony Chyc

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EDITORIAL MUSINGS

It's a brief one from me this month as while trying to get the SAM Observer finished, so you receive it in a timely manner, I am (unsuccessfully) trying to pack for my trip to Scotland tomorrow.

So far, all I have managed to do is throw a few things into a several piles. So far, we have, the 'Essentials' pile, consisting of a new pair of fluorescent yellow waterproof trousers and a decent bottle of Bordeaux. The trousers, I'll explain. The latter needs no explanation!

On the basis that I'm travelling light, and as anyone who knows Scottish weather will attest, there WILL be four seasons in one day. Rather than take my bulky winter

trousers, I'm taking several pairs of fully armoured bike jeans plus waterproofs. Here's the thing. Having left it very late, it was a last minute dash to Orwells who only had size S waterproofs in fluorescent yellow. Fashion statement: No! Will they attract the midges: Absolutely!

Swiftly moving on to the 'Sensible' pile: This consists of my trusty air pressure gauge and pump, tyre repair kit, various Rok and other useful straps/cables plus hi-viz, my multi-tool and torch.

This pile will inevitably grow to include multiple dry bags to protect my smalls from torrential rain and tsunamis as well as a cover for my bike (I can only fit the summer one in - my Scottish mates scoffed and asked how the tornado-proof heavy tarp was! Aye, funny that. Cue belly laughs).





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WELCOME TO OUR NEW BMW MOTORRAD RETAILER

We are proud to announce that our new BMW Motorrad Norwich site is now officially open. Whether you're an experienced rider or just starting your journey, we're here for you. Choose your perfect new or Approved Used BMW Motorbike, arrange your test ride, and let our expert team help you secure the right bike for you.

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EDITORIAL MUSINGS

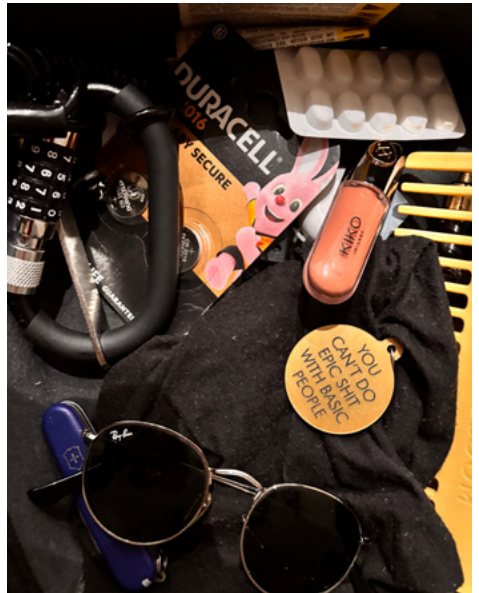
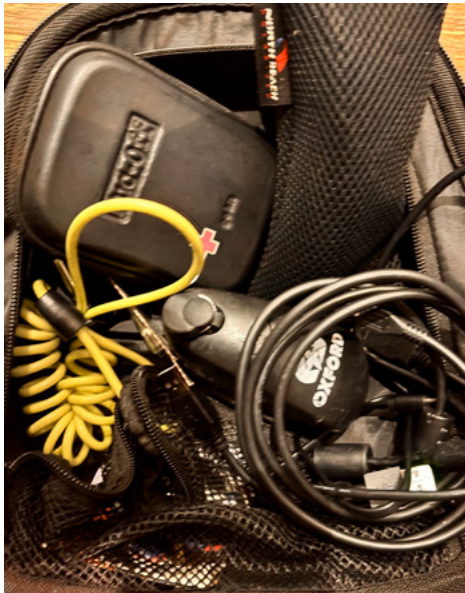
So now we come to the tank bag.

The tank bag for me is a combination of all of the above plus being a 'handbag' (I make no apologies for being a female). So, the essential components are: disc lock, helmet lock, spare batteries for key and comms remote, swiss army knife, visor cleaner, sidestand puck, USBC charger, SatNav data transfer cable and charger, sunglasses, ICE info, sunglasses, paracetamol, comb, phone and lip balm. Plus, handy talisman. Can you spot it?

The rest will be thrown together later.

Assuming I survive the week of mentally and physically challenging rides with a group of brawny Scots, I look forward to seeing you at the next Group Night which promises to be very interesting.

Leanda Hoyland-Inch



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LUCY LEWIS - BOMB DISPOSAL EXPERT

Join us for group night on Wednesday, May 20th for an incredible talk by Lucy Lewis - Britain's First Female Bomb Disposal Expert, followed by a Q&A and a chance to buy her book and get it signed!

Lucy was previously a Major in the Army, being the first woman to operate as a bomb disposal officer.

Lucy talks about the hidden world of bomb disposal training and how she came to be the UK's first female bomb disposal expert. From joining Sandhurst to rushing to her first bomb disposal call-out, Lucy's story is full of high stakes and tense situations that for most of us, are beyond comprehension.

Lucy's story however is also a deeply inspirational one - joining the military in the 1980s just as women were taking on more dangerous roles, Lucy's every move was watched and scrutinised.

This didn't hold her back however, and this is how she broke through the ceiling, fought against sexism and achieved something no woman had ever done before.

Her book, *Lighting the Fuse* is an eye-opening memoir, that reveals the hidden world of being a woman in the military and how a young woman with an ordinary background, made history - not just once, but twice.

It promises to be a great evening so please, put it in your diary.

Wednesday, May 20th, 7 pm, at Kesgrave War Memorial Community Centre.



Q&A: KEITH ATTOE: MEMBER

First bike?

I first became interested in motorcycling back in the 70's when, like most of my friends I used to zoom around on wasteland at the back of the Thamesview Housing estate near Barking on my mates yellow Yamaha 'Speedblock' Fizzy (the derestricted one for those in the know). Eventually growing up got in the way after starting out in work, girlfriends, clubbing and buying my first car so I didn't really get back into bikes until 1999. After passing my full bike test it was followed by the purchase of my first bike, a red Honda C90 Cub. It was 10 years old when I bought it for £500 complete

with a Rickman top box and a dodgy carburettor which needed constant fettling but it never ever let me down whatever the weather or distance it travelled and what a feeling when I tore the L plates up after passing my test, great memories. I finally got my first 'big bike' by part exchanging it for a brand new 600 Suzuki Bandit and never looked back. Ironically when I had to return my Bandit for some warranty work, I got my C90 back as a loan bike for the day.

Best ride?

Phoenix to Las Vegas. It wasn't an especially long-distance ride but it was that feeling



Q&A: KEITH ATTOE: MEMBER

of adventure you get from riding across a less touristy part of the USA that made it my best ride. I met my brother in Phoenix (he lives in New York) where we picked up two BMW R1150RT's from Eaglerider bike rentals. We set sail to a small town called San Manuel in Arizona where we met up of two American friends one of which owns a little motorcycle museum, JWJ Cycles www.jwjcycles.com with a drop in café for the locals, whilst there for a couple of days we fired some guns, rode dirt bikes across acres of public scrubland and flew in a stunt plane - after all this is America! We all rode to Las Vegas to attend the Mecum motorcycle auction where one of our friends was looking to purchase some old British bikes for his museum. Whilst there we rode across the Hoover Dam which was a sight to behold. We departed Las Vegas and headed for another small town off the beaten track called Prescott for a night then finally back to Pheonix dropping into Saligman on Route 66 on the way. We hit the motorway into Pheonix in the middle of the evening rush hour in 80 degree heat – not a pleasant experience to finish the trip.

Worst ride?

I have two bad rides that really stick out in the memory bank. The first was when a friend and I were heading back home from a week in France. We got rained on most of the week and if that wasn't bad enough by the time we got to Calais to come home we were soaked through and cold and the rain was biblical, when we arrived at Dover it was no better in fact it felt worse. We set off heading for Essex, it was cold, we were wet through and already cold, it was absolutely pouring and it was now dark. We

managed to get as far as Springfield services at Chelmsford before we stopped. With the onset of hypothermia, we had to sit it out for two hours just to warm up and dry out as much as we could in McDonalds with copious amounts of tea and burgers. By the time we set off again the rain had stopped but the A12 was treacherous with flooding. A really scary experience that I have never repeated. The other occasion was coming home from my first Isle of Man TT. We had a rubbish ferry time back to Liverpool which meant we had a few hours sleep before catching the 04:00 ferry departure to Liverpool. A four hour, 30m journey home took 12 hours as we had to stop every hour due to tiredness, another frightening experience never to be repeated.

Furthest ride?

I've never been one for mega milage long distance trips. The most I've done is around 2000 miles on a week's trip across Europe, that's easily achieved I guess when riding between countries every day for a week but I don't think that's big milage compared to some riders who love to put in the hours to achieve big daily milage and distance. The most I've done in one day is around 400 miles and that was a one off just to get somewhere in one day rather than spread it across two. Even my trip in the USA was less than 1000 miles

Best bike?

A bit of a cliché but my current 2024 Honda Africa Twin is without doubt the best bike I've owned to date. It's a do it all bike for me and ticks all my bike requirement boxes. Nice and tall, wide bars for good bike control, plenty of large capacity luggage carrying options, Honda

Q&A: KEITH ATTOE: MEMBER

reliability, good build quality and all the electronic paraphernalia I require. Yes, it's a bit heavy and a bit dated now compared to the current crop of new adventure bikes but that's its appeal for me. It's equally at home on long motorway journeys as well as holding its own around the twisties. My previous bike was a Ducati Streetfighter which, whilst a great bike, it was a bit of a one trick pony, it was comfortable enough to go touring on but luggage space was minimal to say the least whereas the Africa Twin has loads of space for luggage even without side cases and top box.

Favourite bike shop?

For sheer decadence it has to be The Bike Specialists WWW.thebikespecialists.com in Sheffield. Biking exotica at its finest, full of high-end bikes for sale from Ducati Desmosedici's. delivery miles Ducati 916/996/998 to classic 70's and 80's 2 stroke finery. If you have a few quid spare for a new garage queen this is the place to go. The guys that run the place are super friendly and make you feel really welcome,

even more so if you bring along your kids' inheritance in a plastic bag.

Back in the real world I have to give John Banks at Colchester a quick shout out for a couple of reasons. Firstly, I used to work there on a part time basis as one of their motorcycle delivery drivers and the people working there were a good bunch of people. Secondly, I bought my Africa Twin there after I left the company and they did me a good deal and I still use them for servicing and other biking needs. I just wish they would get their Café up and running to attract more potential sales.

Favourite pit stop?

I don't really have a favourite that I visit on a regular basis. In my early biking days we always used to ride to The Dairy Cabin in South Woodham Ferrers, the breakfast was always good the owner was a bit of a character and the surrounding roads were fantastic back when I was in my sports bike phase plus the double yellow lines were suspended outside the café on a Sunday specifically for bikers.



Q&A: KEITH ATTOE: MEMBER

Nowadays I gravitate towards the TTT motorcycle village in Sudbury, again good food, good roads getting there and a room full of classic bikes for sale. What's not to love about a bit of reminiscing about the RD you used to own when there's one for sale in front of you. Crazy Horse or Café 33 are also great places to grab a good breakfast or lunch. Additionally, Crazy Horse have various car and bike nights throughout the year.

How long an IAM member?

I'm a bit of a newbie, I joined as an associate in May last year, passed my test in November to become a full member. Looking ahead one of the reasons for gaining an advanced riding qualification is to become part of the Blood Bike community.

Keith Attoe

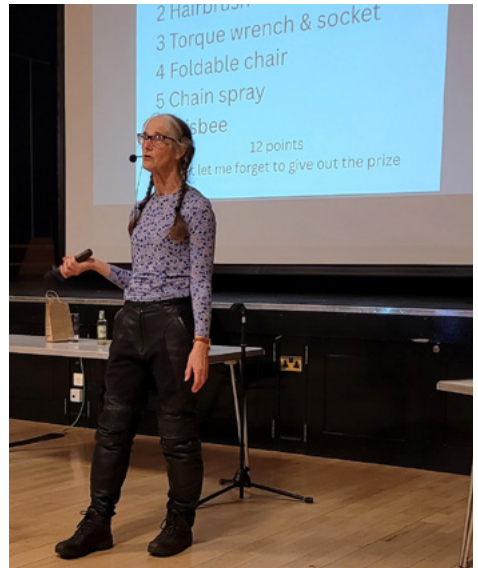
GROUP NIGHT - APRIL

There has been a bit of a theme to the last two group nights: both have been presented by intrepid female riders. In March we had Lois Pryce and for April our own Karen Clarke. Karen did a solo trip all the way to the very top of Norway wild camping as she went. Karen's presentation was every bit as engaging as Lois Pryce's with some great photos. session of Laughter Yoga. This was my second experience of Laughter Yoga having previously experienced it when we bumped into Karen in Norway. Sad to say I'm still not a convert!

You can hear more about "One woman's solo motorcycle trip to Norway and back again. Collecting laughter along the way." on her YouTube channel The Laughter Trail

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

Tony Chye





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HINTS AND TIPS RIDE

SATURDAY, 30TH MAY 2026

START AND FINISH: The Royal George, Colchester Rd, Ipswich IP4 4SR

ARRIVAL TIME: 8:00 am for hot drinks and biscuits, or 8:45 am for a 9:00 am departure. There is plenty of parking on site.

BRIEFING: 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. Tea, coffee and biscuits will be provided and additional refreshments can be purchased before and after the ride at the pub. Open to associates, full members, non members, and pillions.

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, or via the SAM website.



FIVE FOLLOW HELL'S HIGHWAY

A quick write-up on our recent trip following Hell's Highway - the path of Market Garden, the September 1944 allied operation to cut a route into Germany. We spent a few days visiting some of the many sites commemorating that operation, then pivoted down to Bruges for the final night. On the way, we experienced the delight of an Argentinian, the challenge of an Eritrean, the bliss of Dutch roads and the fascination of an 1880s windmill used for artillery spotting. All with the help and hindrance of Artificial Intelligence...

From right-to-left in the photo, Nigel (Africa Twin), suggested the trip and Pete (Versys), Jim (Tiger), Mark (Thruxton) and I (Fazer) made up the rest of the group, leaving Harwich on the Sunday and spending five nights away - the first on the ferry over to the Hoek van Holland. It was the last full week of April, and we were so lucky with the weather - barely a drop of

rain. The mornings were cold - about 5 degrees - but by midday it was hitting upper teens or 20 degrees.

The overnight crossing is very convenient; we had a cabin for four - compact and bijou but well-appointed. Not great for light sleepers, though - even with my fitted earplugs in, I got no sleep whatsoever that night. On the subject of the ferry crossing, Stena provides ratchet straps with a hook on either end and you secure your own bike - very different to the Steam Packet Company (IoM) where the deckhands lash your bike down expertly with a short bit of greasy rope! Stena's food is much better than the Steam Packet offerings, though!

So, after our biometrics were taken at the border, we set out Monday morning across country toward Arnhem and the Hartenstein Airborne Museum. This was the headquarters for the British 1st Airborne Division from where the entire

Five Old Geezers. From right-to-left in the photo, Nigel (Africa Twin), suggested the trip and Pete (Versys), Jim (Tiger), Mark (Thruxton) and I (Fazer).



FIVE FOLLOW HELL'S HIGHWAY

operation in the Arnhem area was directed. It presents the German and civilian perspectives, as well as the British and includes a section on the Polish forces and in the basement, there is an immersive Airborne Experience showcase. Outside there is an 8km guided walk along the defensive line around Oosterbeek during the Battle of Arnhem. You could really spend all day at Hartenstein.

Mindful of the S in POWDERS - Self - and having had no sleep, I decided to play safe by cutting my day short and checking in at our Airbnb accommodation in Eindhoven. Despite tiredness, by this time I could not fail to notice one thing about Dutch roads - they are **perfect**. Seriously! Beautifully finished and perfectly smooth. As far as I can recall, the only defect I spotted on the Dutch roads was a pair of shoes in the middle of the road on the Tuesday! Otherwise, they were just ideal. Just goes to show - it really is all down to priorities.

Geronimo Memorial and windmill at Eerde

The general plan for Tuesday was to strike out east to Overloon War Museum, but we turned to Chat GPT for assistance and enhancement. It really was very good at recommending good motorcycling routes and attractions to see on the way. However, if you do use it, do not trust its GPX!! That's the standard format for sharing sat nav routes and at first glance it looked great. But on closer inspection, it was terrible! It was sending us up dead-ends, along cycle paths (!) and all sorts of daft stuff. The general route was OK, but the finer detail had to be completely reworked. If you are planning a similar trip, I would strongly recommend the Traces of War site: <https://www.tracesofwar.com/> It has a huge directory of sites of interest, making it easy to plan quick stops along the way.

So, rather than head directly east, we followed Hell's Highway which arcs up



FIVE FOLLOW HELL'S HIGHWAY

toward Arnhem in a northeasterly direction - we stopped briefly at Son Bridge, just north of Eindhoven - the bridge that American 101st Airborne Division had to take before pushing on south to Eindhoven but the Germans blew it up just as the Americans were about to take it. And then we stopped at the Geronimo Memorial at Eerde, where the American 501st dropped and saw very fierce fighting. The best thing about these trips are the unexpected bonuses and the windmill at Eerde was one such - built in the 1880s, the Americans used it for artillery spotting and the Germans realised and so it took a pounding. It has a great cafe, a very good little museum and best of all, the miller was giving tours of the working windmill. All engineers, we were fascinated as the miller explained all the technical ins and outs of running the mill.

A lovely ride southeast across country from Eerde to Overloon, again on perfect roads (apart from the shoes). The museum's strapline is 'War belongs in a museum' - a perfect example of the kind of nonsense which allows individuals to parade their virtue and leaves a continent unable to defend itself when necessary. But it's a good museum, worth a visit. We took a cross-country route back from Overloon westward to Eindhoven which was really very enjoyable until we hit the city outskirts.

That night, our decision-making faculties failed us and we dined Eritrean. I couldn't tell you what the dish was called but it was served for all five of us on one great big platter, lined with what looked like stomach linings but was, in fact, pancake-type things. On this substrate was deposited, placed and smeared various

Eritrean



FIVE FOLLOW HELL'S HIGHWAY

edibles, only a few of which were recognisable. I'm glad I had it, for the experience. But we weren't all quite so glad... let's just say that after the events later that night, a cleaning surcharge was inevitable. And small rooms were visited many times on the following day. Anyhoo.

Wednesday was Fort Eben-Emael, just over the border, where the Belgians were attacked on 10th May 1940 by the first ever glider-borne operation - just 85 German troops neutralised the fort in under 37 hours and Belgium never recovered from the loss. It is mostly underground and enormous (150 football pitches). The guided tour doesn't cost much more and gives access to parts that you cannot reach on the self-guided tour... we had a dilemma - miss out on the guided tour or do one in Dutch, which none of us understands... There's a lovely little cafe just across the road, too.

The group outside Eben-Emael Fort

I do find these places inspirational - the sacrifices made in the name of liberty are hard for us to imagine until conflict comes to your door.

You know the old saying "Eat where it's busy"? Well, Wednesday evening we found ourselves in a very empty Argentinian restaurant. The waiter was the owner and Argentinian and passionate about his traditional cuisine. After he had explained how he charters a flight to bring the beef from Argentina to The Netherlands so that it doesn't have to be frozen, we all went for the steak. We all gave it 10 out of 10 - a phenomenally good bit of steak - very highly recommended.

Thursday, we left Eindhoven for Bruges, Belgium. As mentioned, the quality of the Dutch roads is gorgeous, but the speed limits are on the lower side - many of the motorways are 60mph which is a bit of a drag. The speed limits are higher in





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FIVE FOLLOW HELL'S HIGHWAY

Belgium, but the road quality was noticeably lower. Some of the Belgian roads were even as poor as a 'good' British road. I hate to bash our own country, but I wish we would decide once more to maintain our infrastructure properly. There was no World War II theme to our Belgian leg - it was all about the beer. We did the Half Man Brewery tour in Bruges

and then hit the town to test all the Belgian beers. Bruges is a really beautiful medieval city with really beautiful beer. It was a miracle that we were all fit to ride home Friday!

Thanks to Nigel, Pete, Mark and Jim for the photos.

Dave Roxburgh

KESGRAVE BELL BIKE SHOW

Well done to our Promotions Team who attended the Kesgrave Bell Bike Show on Saturday, April 24th. It was certainly a glorious day for it and very well attended by the biking community. We were

delighted for Andre Castle whose RG won best post-70's category.

It was a successful day for SAM, with several new Associates signing up.





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SAM THEORY EVENINGS

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

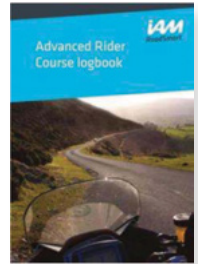
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- Planning and Positioning
- Cornering
- Gears and Acceleration

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 27th May
Subject: Cornering
Contact: Mike Roberts
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

SAM OBSERVER ADVERTISING

Annual advertising rates:

Full page: £100

Half page: £75

Web site link: £25

Technical specs:

Full page with bleed: 210 x 148mm

Full page type area: 195mm x 128mm

Half page: 88.5mm x 128mm

All advertisements to be supplied as high res pdfs or jpegs.

editor@suffolk-advanced-motorcyclists.com



NORFOLK ADVANCED MOTORCYCLISTS

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

n-a-m.co.uk

SAM EVENTS: MAY

Sunday May 3rd

Breakfast Run into Essex and the well-established Ds Diner at Hatfield Peveral. A longer distance this time with 69 miles taking approximately just over 2 hours. Leaving B&M, Copdock, Ipswich, in time for the first group to leave by 08:30.

Wednesday May 6th

Committee Meeting 7.00 pm – 10.00 pm

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

Saturday May 9th

Ride Leader Training 10:00 am - 2:00 pm

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

Classroom Session covering Ride Leader duties followed by an observed ride.

After the ride there will be some feedback, followed by lunch.

Saturday May 16th

Saturday Jaunt to Aldringham Tea Room, IP16 4QX

Please arrive at Stowmarket Tescos in time for the first group to leave at 12.30pm.

A run of 48 miles taking around approximately 1 hr 30min

Wednesday May 20th

SAM Group Night. Announcements at 19:30 followed by a talk by Lucy Lewis - Bomb Disposal. Author of Lighting the fuse.

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, IP5 1JF
Bar serving drinks, including soft drinks, etc. NOTE: card payments - no cash.

Saturday May 23rd

Motorcycle Dexterity & Control

Sidegate Primary School, Sidegate Ln, Ipswich IP4 4JD, UK

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

Wednesday May 27th

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.



Follow us on Facebook!

www.facebook.com/suffolkadvancedmotorcyclists

SAM EVENTS: JUNE

Wednesday June 3rd

Committee Meeting 7.00 pm – 10.00 pm

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

Sunday June 7th

Breakfast Run 8:30 am - 12:30 pm. Details to follow when available. Please check the website and look out for email communications.

Wednesday June 17th

SAM Group Night. Announcements at 19:30

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

Bar serving drinks, including soft drinks, etc. NOTE: card payments - no cash.

Saturday June 20th

Saturday Jaunt 12:30 pm - 4:30 pm

Details to follow when available. Please check the website and look out for email communications.

Wednesday June 24th

Theory Evening – Planning & Positioning. 7.30 pm to 10 pm

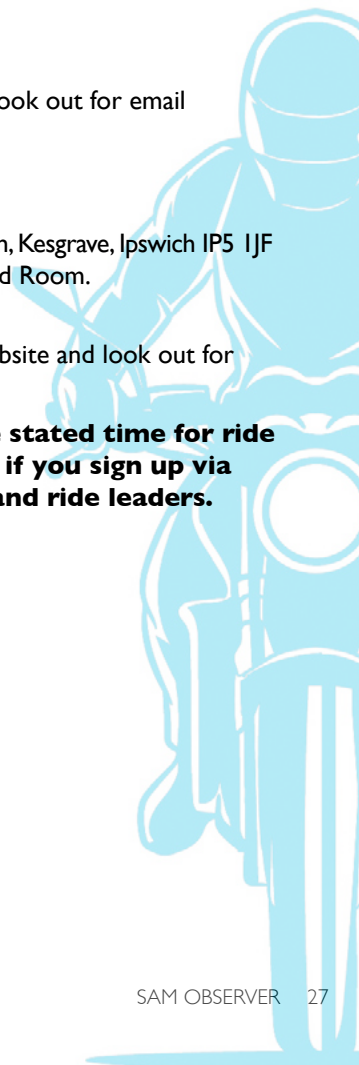
Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF

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

Thursday June 25th

Chip Run. Details to follow when available. Please check the website and look out for email communications.

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.



A LOOK BACK AT SOCIAL RIDES IN APRIL

Breakfast Run to The Silverball Cafe, April 5th

Easter Sunday and some SAM members having family commitments kept numbers down for the SAM Breakfast Run to The Silverball Café. A nice route in the sun.



A LOOK BACK AT SOCIAL RIDES IN APRIL

Saturday Jaunt to The Miller's Kitchen, Kersey, April 18th

Fantastic weather for the April SAM Saturday Jaunt. 32 members and one guest met for an excellent ride around the Suffolk countryside to The Millers Kitchen at Kersey.



PLANNED ROUTES IN MAY AND JUNE

Breakfast Run, Sunday May 3rd, to Ds Diner, Hatfield Peverel, from B&M, Copdock, IP8 3TT

[Ds-Diner Home Page](#)

Please arrive at B&M, Copdock in time for the first group to leave at 8.30am. Our first breakfast run into Essex this year and the well-established Ds Diner who have been just off the A12 for many years. A longer distance this time with 69 miles taking approximately just over 2 hours. Leaving B&M, head towards Ipswich and at the traffic lights where the A1071 starts. Turn left and make your way through Hintlesham, Hadleigh, then turn right onto the A1141, a lovely flowing road with some twisties to enjoy. As you get into Monks Eleigh, turn onto the B1115 signposted Little Waldingfield. Stay on this road until you enter Sudbury town. Head towards Ballindon bridge on the A131 and stay on this road until Catley Cross where you will turn left onto Pebmarsh Road and follow the road to Earls Colne and the B1024. You are now on the Coggeshall road and on entering Coggeshall follow the B1024 as it bends to the left. Shortly, after you will see the outskirts of Kelvedon, so get ready for a left then right joining the B1023 and then follow the road into Tiptree. At the roundabout take the third exit onto the B1022 and go through Great Totham towards Heybridge but don't go into the town centre. Follow the road on the outside of the town picking up the B1018 and head into Maldon, a busy market town so keep riders together. Keep on the B1018 until the road merges with the B1010 then turn right onto the B1012 towards North Fambridge. This will take you to South Woodham Ferrers and Woodham Ferrers. Now turn right on the B1418 passing through Bickacre, Danbury, Little Baddow and finally Hatfield Peverel. Take the second exit at the roundabout but be careful as you approach Ds Diner as the traffic coming off the A12 will still carry speed on the slip road. Enjoy, they do a great breakfast.

<https://mappite.org/bcu>

Saturday Jaunt, 16th May, to Aldringham Tea Room leaving Stowmarket Tescos, IP14 5BE

[Aldringham Tea Room](#)

Please arrive at Stowmarket Tescos in time for the first group to leave at 12.30pm. Our first visit to this independent business supporting the local community. Please note it is advised to bring your side-stand puck as the parking area has a combination of grass, gravel and sand surfaces. A run of 48 miles taking around approximately 1hr 30min. Leaving Tescos at Stowmarket, head towards Stowupland on the A1120, then turn left as the road goes round at right-angles. You'll be on a nice minor road that goes through the small hamlets of Cay Hill and Cotton. As you reach the junction at Bacton, turn right onto the B1113 for a short section before turning right at Finningham towards Wickham Street. Be careful as you cross the A140 at Stoke Ash as traffic is fairly rapid and head

PLANNED ROUTES IN MAY AND JUNE

towards Thorndon, turning left at the B1077 junction and follow the road into Eye. Turn right onto the B1117, then left onto the B1118. After a couple of miles, take the left fork off the B1118 to Fressingfield and as you enter the village, pick up the B1116 until you see the left turn onto the White Post Corner Road, then right onto Swan Green Lane. This will take you through the small hamlets of Cratfield and Huntingfield. Now bear left on the B1117 then right, when you enter Walpole and progress towards Bramfield. Turn right at the A144 junction and stay on the road until the A12. Turn right, then first left at The Street. This will take you to Westleton via the B1125. Now head towards the town of Leiston, following the average 30mph speed cameras put in for the Sizewell C works. Go through Leiston town and head towards Aldringham where you will find the Tea Room as you turn left onto the Thorpeness Road.

<https://mappite.org/b5z>

Thursday Chip Run, 28th May to Chip Inn, Long Stratton, NR15 2XG,

[The Chip Inn from Long Stratton Menu](#)

Please arrive at Tesco Superstore, Cedars Link Road, Stowmarket, IP14 5BE in time for the first group to leave from 17:30.

Second chip run of the summer and we're heading to Norfolk to sample fish and chips at the Chip Inn, Long Stratton. A distance of 35 miles taking around an hour to get there. We're heading towards one of my favourite roads, the B1113 and Old Newton where we stay on until Finningham turning off towards Gissingham and then on until you hit the A143 where you turn right and stay on the A143 turning left at Scole and now you're on narrow lanes heading towards Burston, Gissing and finally Hapton. Turn right at the junction going eastwards until you get back to the A140. Turn right and go towards Long Stratton where the Chip Inn will be on the right in the centre of the town.

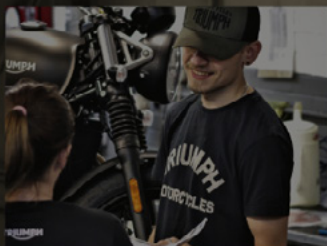
<https://mappite.org/bcw>

For information on June rides, please check the website and look out for email communications.

Enjoy the rides,

Phil DeBoise

Ride Leader and Social Ride Co-Ordinator



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Our Workshops are staffed by long serving, fully qualified and manufacturer trained technicians. Our teams have full access to the latest factory tools and software, which only a manufacturer approved dealership can provide.



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CALL OUR TEAM ON 01473 272789 OR VISIT WWW.LINGS.COM
AND LET US HELP YOU WITH YOUR MOTORCYCLE NEEDS.



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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.

Next session: May 23rd.

Book your free place via the website:

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



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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

Chris Bond

Graham Clements

Jeremy Duszynski

Brian Ellis

Vini Evans

Steve Hart

Leanda Hoyland-Linch

Bruce Pearce

Trevor Read

Robert Rhodes

Mike Roberts

Les Smith

Andrew Sparrow

Colin Will

David Wood

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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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)



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