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JUNE ISSUE

Editorial Musings by <i>Tony Chyc and Leanda Hoyland-Linch</i>	4
New Members and Test Passses.....	9
May Group Night with Lucy Lewis by <i>Leanda Hoyland-Linch</i>	9
Hadleigh show, 2026 by <i>Sonny Westley</i>	11
WAZE Navigation by <i>Christiaan Taylor</i>	13
Highlands 500 by <i>Leanda Hoyland-Linch</i>	14
Motorcycle Dexterity and Control Sessions.....	19
Froggy Follies, 2026 by <i>Pat Bloomfield</i>	20
SAM Theory Evenings.....	25
June Group Night presented by <i>Orwells</i>	25
Social Events: June and July.....	26
Members' Gallery.....	29
Looking back at SAM Social Rides in May by <i>Phil De Boise</i>	31
Planned routes in June and July by <i>Phil De Boise</i>	32
SAM Ride Leaders.....	34
Members Information.....	34
Your SAM Committee and Observers.....	35
Where to find us.....	36

Cover Image

SAM Member, Jennie Mann pictured at Suffolk Constabulary Police Headquarters. Note the Colgate Smile!

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

my dad was born and brought up in a mining village in Normandy. I did manage to track down his birth certificate at the Mairie (town hall) in Potigny. It was free (not the case in the UK) and the nice lady at the Mairie even threw in a free envelope as it was raining and I was obviously on a bike. I don't suppose you have ever wondered what a French birth certificate from the 1920's looked like, but I've scanned it. Even for a French speaker



it takes quite a lot of deciphering. I spent one night near Lille and two nights in Caen. According to my trip computer that was a round trip of 762 miles at an average speed of 50 mph with fuel consumption of 54.3 mpg. I used Le Shuttle and didn't pay any tolls in France. I don't know about the rest of you, but I have pretty much given up using ferries apart from Harwich to Hook of Holland and Portsmouth to Santander or Bilbao.

I didn't go on the Saturday Jaunt as it was the day after my French trip and seemed like a bit of a biking overdose. I did manage to go on the Fish and Chip run to Long Stratton on a very pleasant evening. Now that Long Stratton has a bypass it's quite civilised sitting outside the fish and chip shop. Sadly, I will miss the Fish and Chip run to Aldeburgh as I'll be on my way to Folkestone for another trip on Le



EDITORIAL MUSINGS

Shuttle but in the car this time. Just mind the seagulls in Aldeburgh!

I want to thank all the marshals who helped out at the Copdock fun run. It was a very successful event with about 170 bikes taking part. My job was just to hand

out hi viz jackets and arrows to the marshals and then drive round the route collecting them up again. Thanks too to Bob Rhodes who arranged the marshals and led them out round the route.

Tony Chye



Leanda Hoyland-Linch

I had been planning to write my editorial on the subject of premium vs. mid-range motorcycle clothing, but something very unexpected has taken precedence.

A while back, my Co-Editor, Tony, casually mentioned that the Committee wanted to nominate me for the IAM's 'Rising Star of the Year' in the national annual awards. I soon forgot the conversations, as they were swallowed up in the other nonsense that accrues in the brain fog of a single, full-time working mum, radio presenter, member of SAM and general headless chicken.

So it came as a delightful surprise and complete shock, to receive an email from the IAM informing me that I have won.

I am rarely speechless. After I mopped up the coffee I had just spat out across my desk, it took a minute or two to process

the news. The email from the IAM read:

'Good morning Leanda,

I am delighted to let you know that you have been selected as the winner of the "Rising Star of the Year" award for the IAM RoadSmart 2026 Volunteer Awards. We would be delighted to invite you and a guest to join us for the celebration.

Your nomination was a true testament to your achievements, dedication and passion for road safety. The impact you have made through your volunteering has been outstanding. We are incredibly proud to recognise and celebrate your contribution. On behalf of everyone who works and volunteers for IAM RoadSmart, thank you and congratulations'

The rather swanky awards will be at Silverstone Circuit on September 18th and they provide accommodation, hospitality and a tour of the Silverstone Museum. Am I excited? You bet!

EDITORIAL MUSINGS

I am incredibly grateful to the SAM Committee for the nomination. Behind every winner, is a great team and I am just a small cog in a very hardworking group of people who make our Club the huge success that it is.

It's not just the Committee, most of whom have dual, if not triple roles within SAM, but also the Observers, Ride Leaders, Cross-Checkers, Publicity Team supporters, marshalling volunteers and our members.

There are individuals who give up far more time than I do, and for many more years than I have, who are more worthy.

My journey with SAM began around five years ago when I signed up for the IAM Advanced Course at the Copdock Show. I waited a few months before I was assigned to my brilliant Observer, Ian Bishop.

Later that year, I became Co-Editor of the SAM Observer with Tony, and joined the Committee. I passed my Advanced test a few months later.

Early the following year, I began Master's training with Geoff Scott as my Mentor (something I never thought I was capable of - thanks to Geoff for believing in me), and was then awarded the SAM trophy for the 'Associate with the most Sparkle'.

Qualifying as a Ride Leader was a natural progression, though becoming the first female Master in Suffolk, with a very decent pass, was a very proud moment after a lot of hard work.

Since then I've racked up thousands of miles touring on my bike, many of them solo. This year, I was awarded the Maddock Trophy for 'Outstanding commitment to the running of the club' and became Vice-Chair

of the SAM Committee. The magazine keeps me busy (though I'm still hoping someone will step in to take over!)

Meanwhile, I continue to take advantage of any form of training and experience to broaden my knowledge and increase my chances of staying safe, on our increasingly dangerous roads.

I am so proud of the award I have won, but it really belongs to SAM. If you are reading this, it's because you too are a member of this extraordinary club where our passion for two wheels runs alongside our priority to protect ourselves and other road users at the same time.

Thank you for being part of our family.

Leanda Hoyland-Inch





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MAKE LIFE A RIDE

NEW MEMBERS AND TEST PASSES

New Members

Jeff Woodcock
Martin King

Test Passes

Bradley Purse with a F1rst
His Observer was Mike Roberts

Mark Simpkin with a F1rst
His Observer was Jon Marriott

Tim Crookall passed his three-year
fellowship re-test with a F1rst
His Mentor was Mike Roberts



MAY GROUP NIGHT WITH LUCY LEWIS

Our May group night saw another very healthy turnout at Kesgrave for our guest speaker, Lucy Lewis, Britain's first female bomb disposal expert.

Well over forty members enjoyed Lucy's talk which was hugely entertaining and largely covered her career as an Army Officer from the 1980s.

Lucy gave hilarious accounts of life as a female army officer including what was expected from female officers at Mess dinners, as well as her self-confessed admission of being a very poor shot.

She spoke about how bomb disposal is portrayed in movies, debunking the myth that all the wires are red!

Lucy answered lots of questions from the floor about the different types of bombs and mines she has had to diffuse and also about how there are still so many UXOs in the UK, left over from former WW2 bomber flight paths, many

of which are found in and around London, particularly in the Thames. Over time, many of them have sunk deeper into the river bed.

Lucy has travelled all over the world with her career and been exposed to extraordinary danger. Her current role as Marshall of the University of Cambridge, though not as potentially explosive, sounds equally interesting.

Her fascinating accounts, anecdotes, stories of army life and a long career as Britain's first female bomb disposal expert are recounted in her brilliant book, *Lighting the Fuse*.

I and many other Members bought a signed copy - for me another great read for when I've finished reading Lois Pryce's

book, *Revolutionary Ride*, about her solo motorcycle trip to Iran.

Thanks to Ian Bishop for organising another great guest speaker.



Leanda Hoyle-Inch

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HADLEIGH SHOW, 2026

Show time again, so I thought I would dip my toe into the promo pond one more time, on my own this time as Jean stayed at home.

A nice early, if chilly start to meet up with the rest of the “crew” at the Hintlesham George and travel in convoy to the showground following several other vehicles that were already making the way along the A1071.

The entrance to the site was, as usual, clearly marked and uneventful if a little dusty. The pitch was eventually found, (same as last year), gazebo set up and kitted out, so we were ready for the off.

By the time a welcome bacon roll and coffee was consumed, the show was underway.

Weather-wise it stayed mostly dry all day with a bit of sun but remained quite chilly at times.

By mid-morning the show was very busy and we were kept on our toes with enquiries regarding advanced riding training, and even several about basic CBT and learner riding which were ably fielded by Dave, suggesting Suffolk Rider Training.

Despite being busy, no signings were made on the day but several names and contact details were taken to be followed up in the near future.

By around 5 pm, things were quietening down. With the gazebo stripped down, everything packed away, carefully stored into Trevor’s vehicle, it was a steady ride off site and home in time for tea; a grand and hopefully beneficial day had by all. Many thanks to Trevor (and his vehicle), Karen, Dave and Bob for all their sterling efforts in hopefully making it a successful day out.

Sonnie Westley



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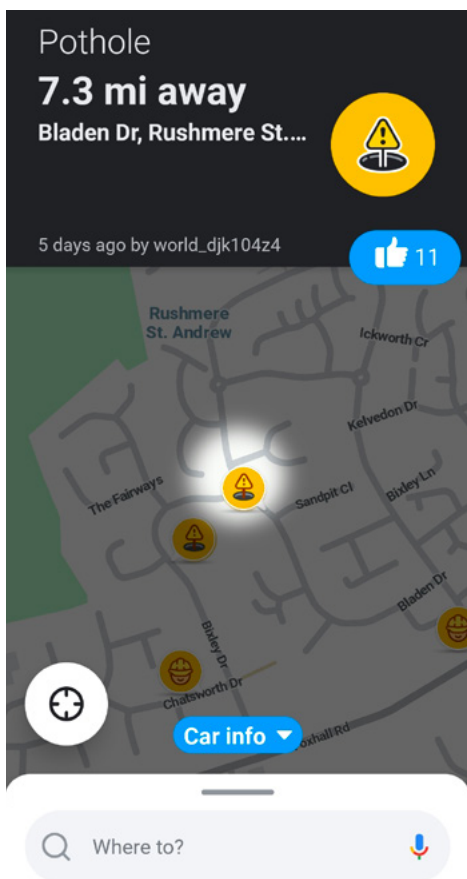
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WAZE NAVIGATION by CHRISTIAAN TAYLOR

After reading an article in RIDE magazine about how the 'Waze' navigation app will prewarn you of potholes and poor road surfaces, I thought it can't hurt to give it a try.

We're all, hopefully, concentrating on our road position and limit points, a little extra help wouldn't go amiss to navigating our somewhat atrocious roads.



Waze is a free download, like many apps, it probably has premium extras for a small monthly subscription.

I downloaded the free version to my phone. My car navigation system works primarily from Android Auto or Apple Carplay. So once downloaded, Waze appeared on my car info-tainment screen. I selected it and had it running in the background. On my commute to work, sure enough, it told me there was a 'pothole ahead'.

I knew there was a pothole where it had indicated but was still very pleased that it had done what was expected.

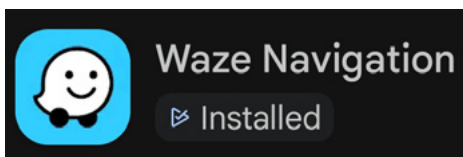
A few days later, I drove to Wales and sure enough I was notified of most of the potholes, certainly the worst ones, on my travels.

This works purely on user input, so the more users inputting pothole data, the more accurate it will be.

My bike satnav is a Garmin. I've not figured out how to get Waze on there yet. But if you use a phone or an Android Auto or Apple Carplay compatible navigation device, Waze has to be worth a look.

Potholes are easy to spot when the roads are dry but you never really know how deep a puddle is. It may just save you from a bruised ego or god forbid, worse

Christiaan Taylor



HIGHLANDS 500 with the ATMCC

Scotland is my happy place. It's a country of vast skies, imperious mountains, glens, and roads that unravel like ribbons across endless unpopulated moors.

And water... It is everywhere, as rivers, lochs, streams, waterfalls, and ragged coastlines. Where Northerly winds batter the edges of where the earth meets the sea, where vast beaches are interspersed with ancient caves. I'm a frequent visitor. When sailing around Long Long, Loch Goil, Holy Loch and the Clyde, while dodging ferries and nuclear submarines, I've seen it from the water. I've

Below: Ready for the off, the crew at the Green Welly, the Lochaber Commando Memorial and Grannie's Heilan Hame Holiday Park



walked the length and breadth of Glasgow and Edinburgh; walked the mighty Glencoe and narrowly escaped a landslide at the Rest and Be Thankful. Two years ago, I had my first taste of motorcycling there when I completed the Chief's Challenge.

When I was invited to join a Highlands 500 tour with the Ayrshire Touring Motorcycle Club, it was a no-brainer.

On a hot and sticky Saturday in May, I set off - destination, Scotch Corner. With my route including five Chef's Challenges. With the final one in Horncastle ticked off, I enjoyed a fly-splattered ride through the beautiful Lincolnshire wolds.

Heavy rain arrived during the night so my last-minute purchase - a pair of dayglo yellow waterproof trousers came in handy for a wet ride across the A66. As if a good omen of the weather to come, the sun appeared as I rode past the Scotland sign and joined the A75.

It was an early start the following day for an hour's ride to Ayr, then another hour to Erskine for breakfast and rendezvous with the rest of the crew.

With introductions made, we were ready: Taff, George, Keith and Renata, Alex and me on bikes, and Karen and Stuart driving. We



HIGHLANDS 500 with the ATMCC

headed to our base for the next four nights - Grannie's Heilan Hame near Dornoch.

Our route took in a fuel stop at the famous Green Welly in Tyndrum, the Lochaber Commando Memorial, lunch in Fort Augustus, before skimming the edges of Loch Ness (no sign of Nessie!) and the final leg up the A9. Crossing the Dornoch Firth in the sunshine, surrounded by a vast expanse of glittering water was the first of many 'this is why I do this' moments.

After a 270 mile ride, we were ready for a beer and decent meal, so met in the bar to discuss the itinerary for the next few days. While the beer hit the spot, the food sadly didn't, but the next day's route was planned - John O'Groats, Dunnet Head (the most northerly point) then on to Bettyhill before riding inland on the A836.

The following day dawned sunny and warm with spectacular azure skies. Temperatures were forecast to reach a heady 12 degrees but with the northerly breeze, it felt more like six. Being accustomed to slightly warmer climes 'doon sooth', I erred on the side of caution and donned the now christened 'banana trousers' again, for an extra layer of warmth. Right decision!

The coastal ride to John O'Groats was

nothing short of spectacular. Every bend revealed another stunning view - each one seemingly more impressive than the last, the further north we headed.

John O'Groats, though busy, offered food, obligatory photos and souvenir shopping. For me it was a bucket list item ticked off and I admit feeling childishly excited standing at the signpost and looking towards Orkney.

The next stop was the most northerly point of the mainland, Dunnet Head, a remote, craggy outpost with a few former radar installations from WW2 and a lighthouse, built in 1831 by Robert Stevenson, grandfather of Robert Louis Stevenson. During the war, the area was

Below, L-R: Fort Augustus, John O'Groats and the beach at Grannie's Heilan Hame.



HIGHLANDS 500 with the ATMCC

home to many thousands of servicemen until it closed.

Leaving Dunnet Head, we headed West to Bettyhill via Thurso, before turning inland on the A836, a spectacular road with little traffic, aside from the odd sheep. Mile after mile of unpopulated moors, twinkling rivers and streams eventually led us to the Crask Inn. Resembling something from a film set. it was in the middle of nowhere. We were not sure if it was open, but it seemed like a good place to take a break. It was - we were welcomed by the most hospitable Inn keepers - an American couple and their children, who hastily prepared large steaming pots of tea and coffee, served with crisps and chocolate. Soon a camper van,

Below: Dunnet Head, the remote Crask Inn and the Skye Ferry.



three ladies and a couple of horses arrived. A few days into an epic, three-month long journey from John O'Groats to Lands End, they were raising money for Alzheimer's Research UK.

After 208 miles, we were back at Grannie's Heilan Hame, and planning the following day's ride to Skye.

We retraced our tyre tracks back down to Fort Augustus then rode through the breathtaking Glenshiel for a delicious lunch at the Glenelg Inn. After a short wait in brilliant sunshine, the crossing to Skye was a short hop via the little ferry.

The Skye roads were picture-book perfect - single track, bendy and hugging the edges of gentle hills. The bridge back to the mainland arrived all too quickly and we headed to Plockton, our next destination.

It was early evening when we arrived back at Grannie's, after a stop for provisions at Strathpeffer, a beautiful former Spa town.

On our penultimate day we headed back up to the coast on the A836 via Tongue, and around Loch Eribol to Balnakiel, for the infamous hot chocolate served at Cocoa Mountain.

Moving on, (with a slight food coma,) Smoo Cave was the next stop, and the steep climb



HIGHLANDS 500 with the ATMCC

down, then up, helped burn off some of the calories. Smoo Cave has plenty of evidence of its Viking inhabitants from the 12th and 13th centuries, including fishing, boat building and repairs. It was definitely worth the climb down, with the climb back up being slightly more challenging!

A short ride further and we stopped just before the Kylesku Bridge, an impressive feat of engineering which is an iconic feature of the NC500. The distinctively curved concrete box girder bridge crosses Caolas Cumhann, the channel that connects Loch Glencoul and Loch Glendhu with Loch a' Chàirn Bhàin in Sutherland.

Kylesku is also the site of a memorial commemorating the XII Submarine Flotilla which included those serving in both the two man 'Chariots' - or human torpedoes - as well as the larger X craft. Much of the training for their top secret, highly dangerous, and often fatal missions was done at Kylesku.

After a break at the Altnacealgach Inn, Lairg, on the shores of Loch Borralan, our last destination was Croick Church, near Ardgay. We had covered a lot of miles, but knowing we were heading home the next day, Keith's suggestion of heading to Croick Church, the

tragic site of the clearance of Glencalvie in 1845, proved to good to pass up.

It was a challenging ride for the last hour, along gravelly single track lanes, before we found the church. Its story and that of local people who sought refuge there is a very poignant one. Forced from the land to make way for sheep, they took temporary shelter in the Churchyard leaving 22 messages scratched in the glass of the East window. The messages remain - a haunting reminder of the events of 1845.

It was late when we arrived back at Grannie's Heilan Hame, but still time for a last get-together in the bar to reminisce on four amazing days in great company, riding incredible roads and with fabulous weather.

On Friday morning, we said goodbye to Keith and Renata and Karen and Stuart



HIGHLANDS 500 with the ATMCC



while the rest of us, headed back. Avoiding the traffic around Glasgow, we took the ferry from Dunoon to Gourock, past familiar sailing waters.

We parted company with Taff, George and Charlie, as we rode past Ayr, and the sun was setting as we reached Ballantrae.

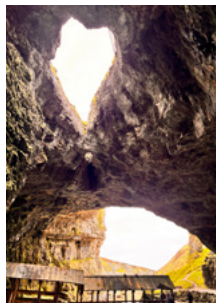
While Alex put his bike away ready for his return to Skye a week later, mine was loaded up, ready for its return trip to Suffolk the following morning.

I left Scotland in the sunshine but again, the A66 cursed me with rain, fog and sleet, the temperature plummeting from 14 degrees to six in a few minutes. I was glad of my banana trousers which kept me dry until the rain eased off in Lincolnshire.

I stopped twice for fuel on the way home, and did 430 miles in eight hours. Altogether, I covered 2,137 miles in seven days.

It was the most amazing tour. Thank you, Ayrshire Touring Motorcycle Club, for having me along. I will see you next year!

Leanda Hoyland-Jinch



From top: The team, Smoo Cave, Croick Church, inscription of the East window of Croick Church and waiting for the ferry at Dunoon.



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FROGGY FOLLIES 2026 – Hairpins, Hydraulics and Happy Birthdays

After Reiten Motorrad closed at the end of last year, I wasn't sure whether Folembay would happen again. So when Ethan announced another trip, the pull was too strong. Three days of French tarmac, good company, and the chance to chase a few more personal bests? How could I resist?

I left home in the pre-dawn darkness on the Sunday, and for once the ride felt almost civilised. The roads were quiet until a taxi overtook me on the A2 — only for its diesel engine to explode in a spectacular cloud of smoke moments later. The thick smog covered the road like a blanket. A clear sign from the universe that I was on the right path.

We boarded the ferry without drama. A couple of hours into the ride we stopped at McDonald's. I swapped to my short gloves, convinced the risk of rain had passed and we were pretty much home and dry. Big mistake. Within minutes the heavens opened and 40–50 miles of torrential rain followed. I could feel every drop through my clothing and even my boots. It was so loud inside my crash helmet it sounded like I was in a caravan with rain hammering on the roof. Wet toll tickets jammed every machine we tried. Eventually David Halsall simply pulled the barrier out of the way and waved us through like a man on a mission. The officials arrived in a van just as we disappeared into the distance.

By the time we reached the Ibis in Laon my Euros were half-drowned and my crash helmet interior felt like a small pond. A

quick session with the hotel hairdryer sorted both.

Dinner was late, but Dave's birthday saved the evening. His son Andrew got the whole room singing "Happy Birthday," and the staff produced an ice cream with candles that looked suspiciously like it had been assembled in a hurry. It was perfect.

Monday dawned damp but not actually raining. While some of the group were happy to rely on their electronic traction control, I didn't feel comfortable and came back in to wait until the circuit dried properly. It was the right call. The tyres were a real struggle to warm all day — I never had to lower the pressures and they never went over 42 psi — yet they seemed perfectly happy with that gentle rippled effect and no cold tearing at all. Not chewed up like last year.

The highlight of the day was finally getting the measure of the tight hairpin. For years I'd been wrestling the bike through it, over-thinking every tiny input. I'd been told "just steer and let the bike do its thing," but I'd never really trusted that — fear of the bike sliding out from under me, or simply falling over. Then, completely by accident, I got it right. I turned when the vanishing point stopped moving, counter-steered while releasing the last few percent of the brakes, stayed on zero throttle until the vanishing point started to run away, then took up the slack and short-shifted into third for the next turn. The bike just flowed. I stopped over-thinking, and suddenly it all made sense.

FROGGY FOLLIES 2026 – Hairpins, Hydraulics and Happy Birthdays

I also had a crack at top-end speed before the big sweeping hairpin. Staying in fourth I saw 184 kph with the rev-change indicator flashing before I had to brake. Trying fifth gear was... optimistic. I wanted to find the throttle stop, but the front came light, anti-wheelie kicked in, and I only managed 170-odd kph before shutting it down. Progress, not perfection. Note to self: maybe try shifting into fifth earlier next time...

Then the hydraulics drama began. After a 44-minute session I rolled in to find brake fluid on the reservoir and bars. Ethan had a look after lunch and diagnosed a classic moisture build-up. He straightened the diaphragm, checked the fluid, and sent me back out. No more leaks — and no more brake fade stories from Andrew, who'd turned his discs blue earlier on his S1000RR.

The support van decided to join the drama with a flat battery. Ten to fifteen of us push-started it while someone muttered about an interior light left on. Martin then dropped his bike on the way back to the hotel when his foot slipped at a junction, but both he and the machine were fine. (Martin has significant disabilities in his legs and uses two walking sticks — he's a real inspiration.) Just another normal day in France.

Tuesday looked more promising, so we took the back roads until midday. We stopped at a little café on the D917 entering Papaume for coffee and a comfort break. Petrol was only a few hundred metres up the road, so most of us filled up. Ben Greaves kindly did Martin's bike

for him — twice — which probably took longer than if Martin had done it himself.

The rain returned as we joined the toll road again. My other pocket filled with water and my ticket turned into a soggy mess. I managed to get it three-quarters of the way into the machine, but somehow it still registered. Small victories.

On the ferry home I sat with Finian from my chiropractor's practice. We were among the first vehicles off and the first group away. I set course for the McDonald's where we'd met to refuel, but found there was a filling station on my side of the A2 about a mile beforehand — perfect.

The A2 provided the final drama when a lorry swerved violently across the carriageway to avoid a broken-down scooter. David Halsall had just overtaken it and I was in the process of doing the same — a proper heart-in-mouth moment.

As I joined the M2 I was picked up by Rich and Sarah on their S1000R and Street Triple, who stayed with me all the way to the M25 and through the Dartford tunnel before they rode ahead. Later Matthew and his mum Claire caught me as I joined the A12. It was nice to finish the trip with familiar faces.

This year I decided to wear my touring boots for comfort. They're short boots, so I also wore my Tucano Urbano overboots. "No one will notice, they'll be fine," I thought. Well, it wasn't long before they came under scrutiny from the rest of the group — as early as the meeting point



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FROGGY FOLLIES 2026 – Hairpins, Hydraulics and Happy Birthdays

at McDonald's! However, after surviving the torrential rain with my boots bone dry, opinions started to change. People began asking what they were and where to buy them. The other big winner was my Ultimateaddons phone case — a purchase I made last year after suffering my second iPhone failure due to water ingress. Not only is it much more securely fixed to the bike, my phone stayed bone dry and remained charging the whole time. My new laminated Rukka jacket and trousers also kept me totally dry — except for water getting into my short gloves. The pockets, however, are definitely not waterproof and not suitable for money or toll tickets without extra protection!

Collecting my kit on the Wednesday, David reminded me again about the lorry swerve. Ethan mentioned he's thinking of offering three dates next year. Three dates? Now that's dangerous talk.

So another Folembay adventure is in the bag. The weather was kinder than forecast, the company was excellent, and I came home with a few new tricks up my sleeve — both on the track and in the art of surviving French toll machines.

For the record, my best adjusted average speed this year was 50.9 mph on the long pre-lunch session — noticeably quicker than last year's high-40s sessions. I also learned how to pass other bikes and managed to lap the Royal Enfield Himalayan four or five times (proof that no one has an excuse), and lapped Finian on his BMW 1250 RT twice. I was lapped almost as often in return by Ethan on his

tuned GS1250 (running as a Supermoto on slicks) and by Simon on his KTM 1290 Super Adventure — not to mention the usual gaggle of S/M1000R(R)s and another Super Duke. Apart from one or two people mentioning gentle detours across the grass, there were no incidents all weekend.

Here's to next year. Same time, same place... maybe with even more dates on offer.

If that sounds of interest, email Ethan Stenner to get your name added to his list: lawshallmotorworks@gmail.com — and I'll see you on the next one.

Pat Bloomfield

CCMC SUPPORT NEEDED!

We would like to say a HUGE thank you to all who marshalled at the last CCMC Fun Run.

These events are very important for SAM to support, not just because we are an important part of the Suffolk Motorcycling network, but also because we receive a substantial donation from CCMC every year in return, which forms a vital part of the running costs of YOUR club.

The two next CCMC events are:

July 26th

September 7th: Copdock Show

Your support is essential



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SAM THEORY EVENINGS

On the fourth Wednesday of every month, SAM holds its 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 benefit of attending these classroom sessions 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 June 24,
7.30 pm to 10 pm

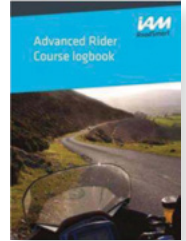
Come along and learn more about Roadcraft.

Topic: Planning & Positioning

Contact: Mike Roberts

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

JUNE GROUP NIGHT presented by Orwells

Would you know what to do in the event of a puncture? Join us on June 17th for this month's Group Night, which is all about 'Getting Home Safely'!!

Joining us will be a technician from Orwell Motorcycles for a 'get you home' session, looking at tyre repairs essentially.

So if you have a tyre repair kit you've never used...yet...come along and use it, and explore other options. Chat to other Members about their recommendations and experiences. It's all about rubber and how to protect and repair it!!

Kits will be available to buy on the night, along with plenty of advice to prepare you

to deal with a flat tyre.

Have a go at repairing a tyre and re-inflating with the help of experts.

We hope this practical group night will help make essential maintenance skills simpler for everybody.



SAM EVENTS: JUNE

Wednesday June 17th

SAM Group Night. Announcements at 19:30 followed by an informative presentation by Orwells Motorcycles on Tyre Repairs.

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF. Bar serving drinks - no cash.

Saturday June 20th

Saturday Jaunt to The Garden Café, Bromeswell, IP122PN

Meet at the new Wherstead Services at the junction of the A14 / A137 in time for the first group to leave by 12.30pm

The route will pass through Hadleigh, Coddendam, Wickham Market and Rendlesham.

The route will take around 1hr 20minutes, a distance of 48 miles.

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 to Aldeburgh Fish and Chips, High Street, IP15 5DB, 01728 452250

Meet at the new Wherstead Services, junction of the A14 / A137 in time for the first group to leave by 17.30pm. The route will go through Belstead, Henley, Framlingham, Saxmundham and Leiston. A route of 42 miles taking 1¼ hrs

Friday and Saturday June 26th and 27th

Safe rider training.

A course run over a Friday evening, and a Saturday, to ride with Police motorcyclists.

Your riding will be assessed, particularly cornering, positioning, and overtaking, both in rural and urban environments. Identify your strengths and any possible weaknesses

You will also have a short version of Biker Down.

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



Follow us on Facebook!

www.facebook.com/suffolkadvancedmotorcyclists

SAM EVENTS: JULY

Wednesday July 1st

Committee Meeting 7.00 pm – 10.00 pm

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

Sunday July 5th

Charity Breakfast Run to Route 11 Café in aid of the East Anglian Air Ambulance (EAAA)

Meet up at Stowmarket Tesco, IP14 5BE in time for the first group to leave by 08.30am.

A route of 50 miles taking approximately 1¼ hrs

The route will pass through Elmswell, Ixworth, Garboldisham, Watton and Great Ellingham. A voluntary donation would be welcomed by each rider

Wednesday July 15th

SAM Group Night. Announcements at 19:30 followed by a presentation by Daltons Motorcycle Solicitors.

Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF. Bar serving drinks - no cash.

Friday and Saturday July 17th and 18th

A course run over a Friday evening, and a Saturday, to ride with Police motorcyclists.

Your riding will be assessed, particularly cornering, positioning, and overtaking, both in rural and urban environments. Identify your strengths and any possible weaknesses

You will also have a short version of Biker Down.

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 1hr 30min

Saturday July 18th

Saturday Jaunt to Shepherds Baa, Mundford, IP26 5HW

Meet at Stowmarket Tescos, IP14 5BE. Please arrive in time for the first group to leave by 12.30pm. Passing through Debenham, Worham, East Harling and Wretham. Route distance of 51 miles taking approximately 1¼ hrs.

Wednesday July 22nd

Theory Evening – Gears & Acceleration. 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

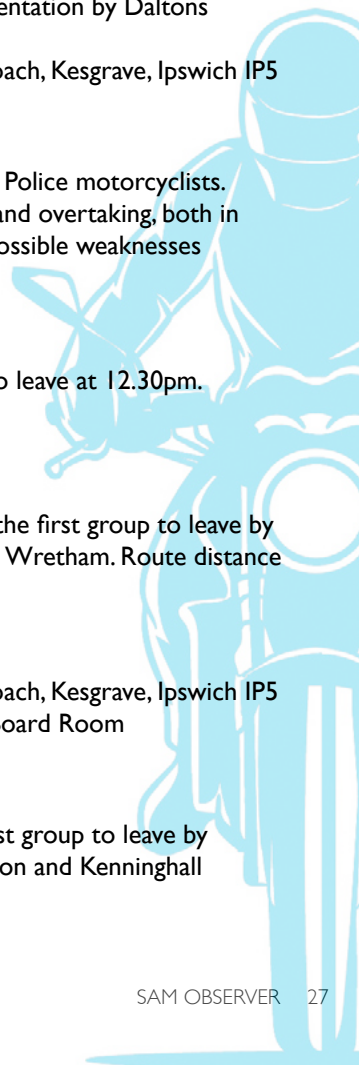
Thursday July 23rd

Chip Run to Attleborough Sea Star Fish Bar, NR17 2BU

Meet at ASDA Ipswich, IP1 5PD. Please arrive in time for the first group to leave by 17.30pm. Passing through Wattisham, Walsham le Willows, Horton and Kenninghall

Route distance of 47 miles taking approximately 1 hr 20 mins

continued over....





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SAM EVENTS: JULY continued...

Sunday July 26th

Motorcycle Dexterity & Control

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

Motorcycle Dexterity & Control Days give you the opportunity to practice the art of riding a motorcycle slowly, and to learn the techniques that will help you do it.

The event starts at 9.00 AM SHARP usually finishing around 13.00

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.

MEMBER'S GALLERY

You're nicked!

Whilst clearing out some old photos, Bryan Duncan, SAM Treasurer, came across this photo of his previous bike in Goathland, North Yorkshire, which, is the setting for the TV show, *Heartbeat*.

Bryan says, 'The last time I saw a Ford Anglia in Police colours, he had just nicked me for speeding!
Aah, those were the days!'



SAM Women's Camping weekend

If you are interested in joining our social group for rides, support, fun and friendship contact: Karen 07526 119529, Sarah 07585 326764, or Saska 07746 187947



Suffolk

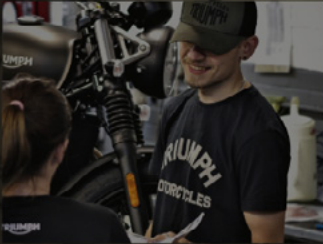
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A LOOK BACK AT SOCIAL RIDES IN MAY

Breakfast Run to D's Diner, Hatfield Peveral, 3rd May

A good start to May with dry warm weather, warm enough for the protective jeans to come out and surprise, surprise very different from the weather forecast which promised 'doom and gloom'. The riders made their way through Suffolk and into Essex with the odd pothole to negotiate. As per-usual, D's diner didn't disappoint in providing an excellent breakfast which made the ride all the better to have travelled there.

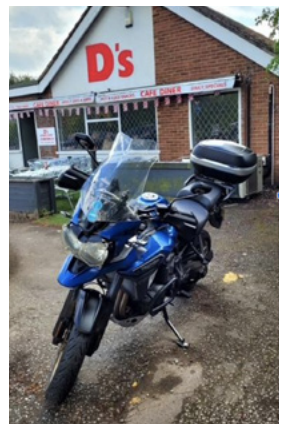
Saturday Jaunt to Aldringham Tea Rooms, 16th May

A good turnout with 19 riders setting off in dry roads and a warm afternoon. The route didn't disappoint if you like a variety of road surfaces consisting of a grass strip in the middle of the road testing those riders on their larger machines and even one section had loose horses who had decided to leave more than the odd pile of poo on the road. Those slow riding skills were called upon to negotiate these hazards. The Aldringham Tea rooms were new to members who provided a variety of choices for the hungry riders. Parking for these numbers of machines proved entertaining if you managed to find yourself on the grass but all were eventually accommodated across the road onto the hard standing.

Chip Run to The Chip Inn, Long Stratton, 28th May

There's something special about a Chip Run where the roads are dry, the sun is shining and sunset has been extended to 21.00pm. 16 riders placed in three groups made their way towards the Norfolk border. The first section on West Suffolk roads was very enjoyable as riders were able to use the edges of their tyres on the corners, but alas, the fun soon stopped with the roads changing to those minor ones where there was more gravel than tarmac on the surface and the bike suspensions were given a good workout. Those with teeth fillings probably checked afterwards to make sure none had fallen out. The last section of the route included crossing the Norfolk border where everything calmed down again with the flowing sections returning.

Overall, a very enjoyable ride. The Chip Inn was a welcome sight as the smells of fish and chips wafted over as bikes were parked in the car park. With the warm dry weather, we were able to eat on the tables outside but unlike last year, there was an absence of road traffic going past as the long-awaited bypass was opened late last year.



PLANNED ROUTES IN JUNE AND JULY

Saturday Jaunt, 20th June, to The Garden Café, Bromeswell, IPI2 2PN,



The route will take around 1hr 20minutes, a distance of 48miles. Meet at the new Wherstead Services at the junction of the A14 / A137 in time for the first group to leave by 12.30pm. The route will take you to Belstead, then Chattisham onto Hadleigh where you will turn onto the Bildeston Road. Then its onto Barking Tye, Needham Market crossing under the A14 and head towards Coddendam.

Stay on the road towards Clopton then Wickham Market onto the Tunstall Road. At the junction turn right towards Rendlesham going through Eyke where you'll find the Garden Café on the left with Swan Nurseries.

<https://mappite.org/bui>

Chip Run, 25th June to Aldeburgh Fish and Chips, High Street, IPI5 5DB



A route of 42miles taking 1hour 15minutes. Meet at the new Wherstead Services, junction of the A14 / A137 in time for the first group to leave by 17.30pm. Similar to the Saturday Jaunt above, the route will go via Belstead, onto Copdock, Sproughton where you will turn off towards Claydon, Henley, Otley and Kettleburgh. Then its onto Framlingham onto the B1119 towards Rendham, Saxmundham and Leiston. Turning off towards Thorpeness and the

smell of the east coast will get you salivating in preparedness for Aldeburgh's finest Fish and Chips. <https://mappite.org/buj>

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

PLANNED ROUTES JUNE AND JULY

Breakfast Run, 5th July, to Route 11, Attleborough, (Charity Run in supporting the East Anglian Air Ambulance) NR17 2PU, 01953 797068



Every year, SAM supports a local charity and for 2026, the East Anglian Air Ambulance has been chosen for the July Breakfast Run. As usual, members and guests are encouraged to make a voluntary donation. A representative from the charity will be at the start of the ride to say hello. Meet up at Stowmarket Tesco's, IP14 5BE in time for the first group to leave by 08.30am. A route of 50 miles taking approximately 1hr 15 minutes. The route will pass through Elmswell,

Ixworth, Garboldisham, Watton and Great Ellingham

<https://mappite.org/bwH>

Saturday Jaunt, 18th July, to The Shepherds Baa, Mundford, IP26 5HW



A popular venue with members sees us returning for the July Jaunt. Note: seating areas are all outside. The route begins at the Stowmarket Tesco's, IP14 5BE, with the first group planned to leave at 12.30pm. The route distance is 51 miles taking approximately 1hr 15 minutes and passes through Debenham, Worham, East Harling and Wretham.

<https://mappite.org/bzA>

Chip Run, 23rd July, to Attleborough Sea Star Fish Bar, NR17 2BU

NOTE: THIS VENUE IS CASH ONLY



The July chip run sees us returning to Norfolk with the route starting off from ASDA, Ipswich, IP1 5PD. Please arrive in time for the first group to leave by 17.30pm. The route distance is 47 miles and should take around 1hr 20 minutes taking in the towns of Wattisham, Walsham-Le-Willows, Horton and Kenninghall.

<https://mappite.org/bzB>

Enjoy the rides,

Phil DeBoise

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

Chris Bond

Graham Clements

Jeremy Duszynski

Brian Ellis

Vini Evans

Steve Hart

Leanda Hoyland-Linch

Bruce Pearce

Robert Rhodes

Mike Roberts

Les Smith

Andrew Sparrow

David Wood

Sarah Hollingham

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

phil.deboise@btinternet.com

Mobile: 07720 664 326



YOUR SAM COMMITTEE

Officers

Chairman	Trevor Read	07525 724002
Vice Chairman	Leanda Hoyland-Linch	07894 406863
Secretary	Bruce Pearce	07715 471948
Treasurer	Bryan Duncan	07879 654122

Committee Members

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

Chief Observer

Mike Roberts 01473 717504

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Terry Fellowes	07870 764187
Claire Harris	07771 894814
Phil Ireland	07710 609263
Paul Jewby	07932 530946
Steve Laws	07595 218734
Ian Leedham	07747 792992
Jon Marriot	07973 121725
Steve Mortimer	07961 014582
Bruce Pearce	07715 471948
Bob Rhodes	07950 772034
John Rudland	07740 874300

Geoff Scott	07983 939998
Fred Sparrow	07842 334248
Christiaan Taylor	07932 020779

IAM Examiners

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

No calls after 21:00 please.

Disclaimer

The articles published herein do not necessarily represent the views of the Institute of Advanced Motorists or the Suffolk Advanced Motorcyclist Group. They are the opinions of individual contributors and are published with a view that free expression promotes discussion and interests. Any comments please email the editor: editor@suffolk-advanced-motorcyclists.com

WHERE WE MEET



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