

THE SAM OBSERVER



SEPTEMBER 2026



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SEPTEMBER ISSUE

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Cover Image

Supplied by Pat Bloomfield. It's his Suzuki RGV250 VJ23 in it's prime before it was sold. Kitted out with: Sugaya 'road legal' race pipes, Sugaya RI CDI (Strictly NOT for road use), and steering damper fitted.

If you have 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

Copy deadline: Friday, September 18th.

Send via e-mail to:
editor@suffolk-advanced-motorcyclists.com

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

SAM is a registered charity: No. 1067800
IAM Group No 7219

All official correspondence to:
Bruce Pearce, Secretary
diverbruce@hotmail.co.uk

Tony Chyc

As I sit here typing, the temperature has dropped, and we have had heavy rain and even thunderstorms. There was a particularly dramatic thunderstorm as I left the group night after the barbecue. It can only mean one thing: autumn is on its way. Still, most of us are hardy enough to carry on riding, aren't we? Sadly, my bike hasn't moved from the garage for a few days as I catch up with much-needed gardening. I'm still hoping to do the last fish and chip run of the season, which was postponed because it clashed with the Clacton Airshow.

I have been asked to comment on choosing a new helmet. I presume I have a fairly standard-shaped head, as I've never had too much trouble finding helmets that fit. For obvious reasons, retailers won't accept returns of used helmets, so you have to get it right the first time. A helmet should fit snugly without the strap done up in the shop but not be so tight as to be

uncomfortable. If it can move around in the shop, it will definitely move around as you ride at speed. How tight is too tight is a difficult judgement, but it gets easier once you've bought a few helmets. I don't know if it's still possible to buy helmets without a pinlock visor, but I certainly wouldn't recommend it as they make such a difference in our wonderful British weather. I also haven't had a helmet without a flip-down sun visor for years. They are very convenient, and most of the plusher helmets will have one. As for how much to pay for a helmet, the old adage still applies: you get what you pay for. The more expensive helmets are better engineered and will have nicer materials in the linings. You will pay more for fancy paint jobs and graphics. Only you can decide whether that's important to you. Before I retired I had a short regular commute to work. I had a cheaper helmet that I used for commuting and a more expensive one for longer rides.



EDITORIAL MUSINGS

My first decent helmet was BMW branded but made by Schuberth. I now have a Schuberth C5. The more expensive helmets often have better integrated comms that can be useful for connecting to a sat nav or pillion. With open mesh you can now connect to other riders over significant distances. I suppose a shorter answer might have been: buy the best helmet you can afford and make sure it fits properly! It's recommended that you replace your helmet after five years or when it has had a significant impact. I'd be interested to hear what others think about this subject.

I can't promise to answer all queries, but I'll do my best. Any personal or relationship problems will be referred to the nearest available agony aunt – no prizes for guessing who that might be. In the meantime, I suggest you all make the most of the last embers of summer.

Tony Chye

Leanda Hoyland-Linch

Here we are in September - is it me, or do the years get shorter as we get older?

I've just returned from a fantastic day at the East Anglian Copdock Bike Show, which just seems to get better each year.

The show is a great reminder of how strong the biking community is, and how much, largely unsung, important work is being done by so many different volunteer-led organisations, just like SAM. I interviewed a few of them for Suffolk Sound and was really struck by the generosity and care, freely given by some remarkable people.

It's been a packed summer, and as we near the deadline for our Chef's Challenge entries, I still have a few more to complete.

Last Monday, I decided at the 11th hour to complete the Norfolk challenges. It was a fantastic solo 190 mile round trip, with a full English at Route 11 to sustain me. When I say a solo trip, it wasn't quite, as I had two voices in my ears - one from Google maps and one from the BMW Navigator VI.

I decided to experiment and pitch one sat nav against the other to see how they performed. It was an interesting experiment, though the dual instructions did become slightly annoying when riding through urban areas (the things I do for the sake of research!!)

While Google and Nav VI mostly agreed on the route, they did have a few little points of difference. When I chose one route over the other, it was rather like having a petulant child in my ear as the 'ignored' one barked out instructions such as 'make a U-turn!'

Interestingly, the lag on instructions varied between the two systems. Sometimes





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MAKE LIFE A RIDE

EDITORIAL MUSINGS

Google would be super-quick to tell me to 'take the third exit from the roundabout', while NavVI was on the slow side, then in another area, Google would tell me to 'turn right', when I was already half a mile along the turn!

It was an interesting exercise. Whilst there are pros and cons for each system, I far prefer the dulcet tones of Google Maps' voice than the slightly robotic NavVI voice.

Two motorcycle groups making a difference to the community through the work they do: 'Bikers Against Child Abuse' and 'Suffolk Biker Family.'



Next week, on Thursday September 17th, I will be riding to Silverstone in readiness to collect my IAM National Rising Star Award the following day.

I am feeling quite nervous, though it sounds like a wonderful event, with celebrities including Nigel Mansell in attendance. I'm also really looking forward to the tour of the Silverstone Museum which follows the awards ceremony lunch. Fingers crossed for good riding weather there and back!

Hopefully I will see some of you at September's Group Night next week at Bentwaters Cold War Museum.

We will set off from Kesgrave at 6 pm for a ride to Bentwaters, followed by exclusive access to the museum until 9 pm. The cafe will be offering complimentary hot drinks and biscuits but if you want anything more substantial, I suggest you eat earlier.

Please remember admission is for **pre-booked places**. Details on page 24.

Enjoy the lovely late summer weather while it lasts. See you soon,

Leanda Hoyland-Inch



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NEW MEMBERS, CERTIGATES AND TEST PASSES

New Members

Shane Mortimer

Sarah Milbourne

Test Passes

Shane Milbourne

His Observer was Bob Rhodes

Gavin Elmy passed with a F1rst

His Observer was Phil Ireland

Philip Gilbey

His Observer was Jon Marriot

Harry Upton

His Observer was Fred Sparrow

Certificates

Ian Mitchell

His Observer was Terry Fellowes

Ben Parker with a F1rst

His Observer was Claire Harris

Steve Baldock

His Observer was Bruce Pearce

Ian Baker

His Observer was Christiaan Taylor

Below, left to right: Ian Mitchell, Ben Parker, Steve Baldock and Ian Baker, receiving their certificates from Chief Observer, Mike Roberts at August Group Night.



Q&A: PAT BLOOMFIELD, MEMBER

First Bike?

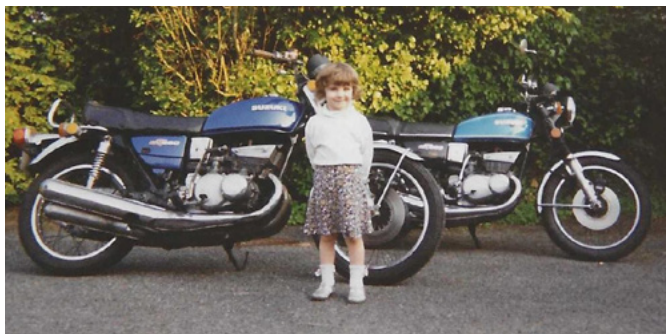
I still have the invoice from my first motorcycle, the Yamaha FISE, which I bought a few weeks after starting work with some help from my parents.

The motorcycle training consisted of: this lever is the clutch; the other is for the front brake. And the gear change lever is operated by the left foot, which was one up and four down (the correct gear pattern that has long been forgotten).

I don't recall how we got the motorcycle home, only that my dad insisted on test riding it first - for my safety, you understand. Satisfied it was safe, he then took my mum out for a ride!

I learned a lot in my first year riding a motorcycle, such as:

- how to diagnose starting issues after work buddies had pulled your plug cap loose, or put a rubber insulator over the end of the spark plug.
- how to push my motorcycle that last mile home, uphill, after it broke down.
- riding two-up and popping wheelies attracts the attention of the boys in blue. I had given an uncle a lift home from my parents', when Norwich Road in Ipswich was being resurfaced and had multiple ramps. I had popped wheelies going over the ramps and pulling away from being stationary, as I was so afraid of stalling the bike. My uncle had a driving licence and dealt with the policeman who stopped us.



Q&A: PAT BLOOMFIELD, - MEMBER

- how to rebuild engines after my engine seized, coming back from Felixstowe (the furthest I ever ventured on that motorcycle). I bought a 60cc big-bore kit for it!
- the importance of motorcycle maintenance after a car pulled out in front of me and then immediately stopped to turn right a few yards further on. My brake lever, pulled back to the handlebar, wasn't enough to stop me, before lightly bumping into the back of the car. I'd been trying to reach 55mph down the hill on Chantry Estate, as my dad and a friend who once rode the bike claimed it would. Thankfully, no harm was done, and I didn't reach 55mph. What can I say, I was sixteen.

Best Ride?

My first ride to Folembay, France is probably my best ride or at least the most memorable in recent years. I was terrified at the prospect of getting my bike on and off the ferry; however, I had help from Glyn Hill to tie down my motorcycle. Another friendly face who I already knew was Leanda Hoyland-Linch, also on her first

time to Folembay. I've been a few times since.

It was an incredible feeling riding through France with twenty plus motorcycles. This was also my first time back on a race track in over twenty years, which thankfully I really enjoyed.

Worst Ride?

My worst ride was in 1986, riding to Ipswich Speedway Stadium for one of the season highlights. I had just turned 20 and finished my final exams and was looking forward to one of my first speedway meetings of the season.

I was late leaving home and knew there would be massive tailbacks leading to the stadium. I wasn't in a rush, so I was just steadily making my way through the traffic along Colchester Road. One driver took exception to this and swerved into my path, as I was overtaking and approximately level with the driver. I managed to break free before ending up on his bonnet, but this sent me veering out of control into the oncoming traffic. According to the accident report, I had started to move back towards my side of



Q&A: PAT BLOOMFIELD, MEMBER

the road just before colliding head-on with the oncoming car.

That resulted in my left leg being crushed between the car and the motorcycle, losing 2½ inches of my left femur in the car radiator as a compound fracture. My left leg also suffered a fracture of the tibia and a smashed ankle that resulted in what is commonly known as drop foot. My left elbow was smashed (I still can't fully straighten that arm), I had a simple fracture of my right wrist (possibly from flying over the bars). A few years later, I discovered (after visiting a chiropractor who X-rayed my spine) spinal injuries caused by the impact as my crash helmet embedded itself in the front windscreen and split the roof of the car down its entire length. Thank goodness for full-face crash helmets!

Furthest Ride?

Touring has never been a priority. When I was 18, I went on a camping holiday in mid-Wales - most probably because they didn't want to leave me at home on my own. That was the year I got my first 4-stroke motorcycle, a Honda CBX550F.



The following year, I took my Kawasaki GPZ750 on the family camping holiday to Cornwall. I remember riding to both Lizard Point and Land's End.

My first international trip, and possibly furthest, ride was to Folembay, France for a track day organised by David Halsall of Reiten Motorrad.

Favourite Pit Stop?

Anywhere that sells bacon, eggs and coffee. Ideally, it has a reasonably level car park, so I don't have to struggle to get my bike off its side stand or require extra hands to push the bike out from the deep stones after the back wheel has half buried itself (read Browns Café at Munford).

Favourite Bike?

After riding for 40 years, it's impossible to choose. Currently it's my KTM 1290 Super Duke R EVO, as it's the bike I never thought I could own, but always dreamed of. It's my first flagship motorcycle. In the past it wasn't only the price that prevented me from having the premium super bike, but its physical size. I love everything about this bike except for its high seat



Q&A: PAT BLOOMFIELD, MEMBER

height. I love the fact it's a V-twin (read Vincent Black Shadow and the Ducati Mike Hailwood Replica); it has a trellis frame and a single-sided swingarm like the Ducati 916 and 748 that I could only dream of in the 90s. I appreciated the plush yet firm VWP suspension that works for my 65 kg weight, and all the premium equipment such as brakes and switchgear. And the riding experience is second to none; its weight disappears as soon as it moves, all the low-down torque means you don't miss chasing the high-end power (that can only be enjoyed on track), and its lazy steering was easily fixed with a SportLink from SuperDuked.com.

The best sounding bikes are 2-stroke triples with proper expansion chambers fitted. I've owned a Kawasaki KH400, and a Suzuki GT380 (most reliable and used for daily commutes) and GT550 (handling was terrible, even with the twin discs off the GT750).

However, my favourite bike of all time, has to be the Suzuki RGV250. I've had four RGV250s, the VJ21, VJ22 and the rarest of all the VJ23 that was imported from

Japan. In my opinion a 250 or 350 2-stroke motorcycle are the best riding fun you can have on the road. They'll happily hold 70mph in top gear all day, and you can keep them on the pipe on the back roads without constantly risking your license. I've owned seven 250s and one Yamaha RD350LC, which I still technically own, as it was stolen and has never been recovered.

The VJ23 was unique with its 70 degree V-twin engine, dry clutch, and electric starter motor. Unfortunately, being a Japanese import, it was restricted 33bhp. It was also extremely rare and desirable, with only around 2,200 being sold worldwide. I owned my VJ23 for almost twenty years before letting it go in 2022. During my last few years of ownership, I managed to source parts to fully de-restrict it, so it would have made 60+bhp. This required Sugaya "road legal" exhausts, Sugaya R2 CDI (strictly not for road use) but it powered the lights etc, as well as various carburettor modifications. I also managed to get a steering damper that connected to the frame and fork leg.



Q&A: PAT BLOOMFIELD, MEMBER

Oldest Bike?

A BSA A10 Super Rocket, well that's how my dad always referred to it, was first registered on 1st of January 1960. I inherited this after my dad died and thought one day I'd get it running and ride it. However, during the 2020 lockdown, I realised that I'd never ride it. I decided to sell it to fund a garage gym and upgrade my Triumph 765 RS Street Triple for a new KTM 890 Duke R, although the real dream bike was the 1290 Super Duke R.

When it came to closing the sale, I was told many of the parts did not fit with a fully standard version, which affected its value.

Favourite Bike Shop?

I've been going to Orwell Motorcycles since it was called Dave Bickers. I used to pop in on the way home from school dreaming of the day when I could ride a motorcycle. They've always been friendly and treated me well over the years.

How Long an IAM Member?

Unfortunately, the original joining date is no longer shown on the new digital cards. It's certainly over twenty years, and probably closer to twenty-five on this year's renewal in August. I first passed my IAM RoadSmart Masters test in July 2023.

I was a member of SAM when I originally trained for the IAM test. I re-joined in 2019, following the purchase of a Triumph Street Triple and getting my RGV back on the road. When I finally did get the RGV back on the road, I found I had lost a good deal of confidence. Buying the Triumph made it clear I needed some structured help. There's plenty of training available for complete beginners, but far less for riders returning after a long break or simply wanting a proper refresher.

Pat Bloomfield



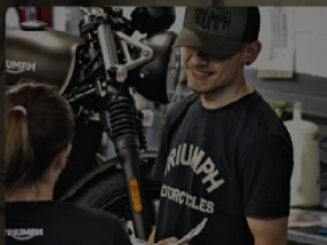
COPDOCK FUN RUN - WERE YOU THERE?

The venue was the Red Feather Club at the 95th Bomb Group, Horham, near Eye.

The weather was good, and although rain storms had been threatened, none transpired, but the weather warning may have restricted numbers. Despite that, 105 bikes turned up. The route was considered to be excellent. I was in the sweeper car collecting the signs.

Bryan Duncan





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MYTHS AND LEGENDS

I was talking to one of our members the other day about life on two wheels in the 60s'.

This person mentioned that they had heard of an attempt to go round the North and South Circular within a matter of hours. I had to inform them that even in the 60's, to circumnavigate the North and South Circular roads in London would take a matter of days, not hours! Things have not improved since.

This inevitably led to the old chestnut about riders at the ACE Café on the North Circular trying to go from the ACE Café to the Neasden Roundabout (no longer in existence) and back again before a given record ended.

Obviously, anybody with any sense will pick the longest record possible if they were going to attempt this. Personally, I would insist on the entire Planet Suite by Holst! So, I never attempted this challenge myself and, quite frankly, I personally never saw it attempted by anybody else, although I'm sure it went on.

What I did witness was a load of bikers 'screaming' up and down the North Circular in front of the 'ACE'!

But what I can tell you is the true story of a race up the M1 from the Busy Bee Café on the Watford By-Pass to Newport Pagnell and back!

One afternoon, an American guy, challenged and actually beat the entire Busy Bee entourage!

Let me set the scene; I lived in Watford and the main watering hole for bikers in South Hertfordshire, North London, etc.,

was the 'Busy Bee' café on the A41 Watford By-pass. The newly constructed M1 Motorway started just up the road and went from Watford to Rugby - far short of Birmingham.

The American turned up and was boasting about how his American-built, Triumph Bonneville, (which, being a member of the US forces based in England, he could import very cheaply), was much, much more powerful than any British built Triumph because America always did things bigger, better and faster than us poor Brits. Obviously, this was a red rag to a bull and so a challenge was issued!

The challenge was to go from Watford, up the newly constructed M1; which had no speed restrictions in those days, to Newport Pagnell and back again.

Having only a meagre BSA 250 at the time, I declined to take part. However, anyone who had a BSA Gold Star, Super Rocket, Rocket Gold Star, Velocette Venom, Bonneville, Royal Enfield Constellation, Vincent, Norton 650SS, etc, or anything approaching a fast bike was up for it (no Japanese in those days!)

They set off, up the A41 to the M1 access slip road; a short distance away. Us poor mortals on lesser bikes waited in anticipation to see what would happen.

What seemed like hours passed and eventually somebody said, "here they come", and yes, you could see from the car park of the Busy Bee, these bikes, streaming down the slip road off the M1 onto the A41 on their way back to the Bee. Horror of horrors! The first bike back was the American on his US-built Bonneville.



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MYTHS AND LEGENDS

Whilst he was busy crowing over his success, the rest of us wanted to know what had happened. How could he possibly beat everybody?

After investigation, it emerged that the American was so far behind that everybody slowed down as they came to the slip road off of the M1, to allow him to catch up, not wishing to embarrass him.

However, the American didn't slow down. He overtook everybody, steamed down

the slip road onto the A41 and by the time he'd got to the roundabout by the Busy Bee it was too late for anyone to catch him up!

Even though everybody had slowed down for him, he was the first one back and didn't he let us know it!

Secretly, I think that he was a younger version of Trump!

Bryan Duncan





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MOTORCYCLE DEXTERITY & CONTROL SESSIONS

Do your slow riding techniques need brushing up?

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: September 26th, 9 am - 1pm

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

Book your free place via the website:

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



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.

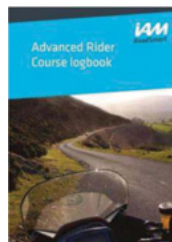
The benefit of attending these classroom sessions means it saves time on the road covering theory, with the opportunity to

discuss any issues you may have on your Advanced Rider Course.

Next theory night:
Wednesday September 26th
7.30 pm to 10 pm
Come along and learn more about Roadcraft.

Topic: Cornering

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



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SEPTEMBER GROUP NIGHT

at Bentwaters Cold War Museum

BCWM occupies the original hardened USAF Wing Command Post and is believed to be the only former USAF command post of its type in the UK and Europe that is open to the public.

It includes the War Operations Room, restored as it would have been during the Cold War, complete with plotting boards and communications equipment; the Battle Cabin, where senior officers would have coordinated military operations during a crisis and the original airlock and decontamination facilities that would have been used following a nuclear, biological or chemical attack.

Telephone exchange and communications rooms are preserved and the exhibition galleries cover the history of RAF

Bentwaters and its 'twin base', RAF Woodbridge, from World War II until the USAF departed in 1993. Displays include the 81st Fighter Wing, special ops units, Aggressor Squadron, and the wider story of the Cold War. The Rendlesham Forest Incident of December 1980 is also covered. Outside are several aircraft and restoration projects, including the A-10 Thunderbolt II ('Warthog'), T-33 trainer and other Cold War aircraft. A tour of the HAS aircraft restoration hangar will be available.

Booking is **essential**. A cafe will be serving hot drinks and biscuits. Those who wish to can join a group ride, departing from KWMCC at 6pm prompt. Details of the route can be found on page 24.



SAM EVENTS: SEPTEMBER/OCTOBER

Sunday September 13th

Breakfast Run 8:30 am - 12:30 pm to Posh Pigs, Ellough Industrial Estate, NR34 7TD

A week later than usual because of the Copdock Show.

Meet at Mototechniks, Stowmarket, IP14 3QQ in time for the first group to leave by 08.30am. The route will take around 1 hr and 30 minutes and cover 45 miles.

Wednesday September 16th

Group Night - Ride to Bentwaters Cold War Museum 7 pm - 9 pm

We will depart Kesgrave War Memorial Community Centre, Twelve Acre Approach, Kesgrave, Ipswich IP5 1JF at 6 pm, sharp, or make your own way there and meet at 7 pm. There will be hot drinks and biscuits provided.

The route will take around 50 minutes covering a distance of 26 miles:

<https://mappite.org/cka>

Booking essential as SAM will prepay all admission costs

<https://www.eventbrite.co.uk/e/group-night-september-2026-bentwaters-cold-war-museum-mk2-tickets-1999420881680>

Saturday September 19th

Saturday jaunt to Pie and Pickle, Yaxham, Nr Dereham NR19 1RF 01362 685754

Meet up at ASDA, Whitehouse, Ipswich in time for the first group to leave at 12.30pm. A slightly longer route taking around the 1 hr 30 minutes but covering 63 miles.

Wednesday September 23rd

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

Friday and Saturday September 25th and 26th

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.

Saturday September 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 1 pm.

SAM EVENTS: SEPTEMBER/OCTOBER

Sunday October 4th

Breakfast Run to Museum of Power, Langford, CM9 6QA with the first group leaving The Wherstead Services (Junction of the A137 and A14) at 08.30 am.

The route distance of 51 miles will take approximately 1½ hours

The route passes through the towns of Holbrook, Manningtree, Abberton and Heybridge.

Wednesday October 7th

Committee Meeting 7.00 pm – 10.00 pm

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

Saturday October 17th

Saturday Jaunt to Filpotts, Boxted, CO4 5RB with the first group leaving B&M, Copdock,

Ipswich at 12.30 pm. The route distance of 50 miles will take approximately 1½ hours

The route passes through Hadleigh, Halstead, Fordham Street and Boxted.

Wednesday October 21st

SAM Group Night. Announcements at 7.30 pm followed by a talk from Freedom Motorcycle Tours.

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.

Friday and Saturday October 23rd and 24th

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.

Wednesday October 28th

Theory Evening – Cornering. 7.30 pm to 10 pm

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

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

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.



WOULD ANY LADY MEMBERS LIKE TO MEET UP?

Calling all SAM women who would like to share rides, friendship and help with the laundry. Contact: Karen 07526119529, Sarah 07585326764, Saska 07746187947.

Karen Clarke



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

A LOOK BACK AT SOCIAL RIDES IN AUGUST

Breakfast Run to The Hungry Stag, Emswell, 2nd August

Twenty-two riders braved the cool foggy start which was so different compared to the four months of almost unbroken sunshine. However, the sun managed to burn through the fog quite quickly allowing temperatures to climb up. The story of summer temporary road closures was one of the biggest hurdles to get through this ride, testing the sat nav skills of the ride leaders. One group did manage to leap-frog another group courtesy of an A.I re-route option. The other challenge was the continued use of 'Kitty Litter' as a surface road dressing and I'd hate to think how much paint disappeared off the mudguards and underside of the bikes. The roads were quite busy with other bikers out for a ride and one group picked up a couple of strays for half their route. A popular venue during most of the year, The Hungry Stag team pulled out all the stops and the predicted 45 minute wait was reduced to 25 minutes.

Saturday Jaunt, 1 The White Hart, Boxford, 15th August

It wouldn't be summer without a visit to the popular White Hart Inn at Boxford for tea and cake. Temperatures were down from previous summer rides to a cool

22 °C which was welcomed by riders in their lightweight summer gear. The route was described as a technical ride with a particular difficult section around Bures where it appeared there was more gravel and sand than tarmac on the roads, however, all riders completed the ride with no mishaps. Well done. We were treated to some homemade cakes / bacon rolls and hot drinks at the White Hart Inn and again, our Chief Observer was the main subject in our banter discussions. I reckon, by next year the subject of new bikes will move on.

Phil DeBoise



PLANNED ROUTES IN SEPTEMBER

13th September, Breakfast Run to Posh Pigs, Ellough Industrial Estate, NR34 7TD



A week later than normal for a breakfast run due to SAM's commitment supporting the annual Copdock show to help park the thousands of motorcycles who turn up. For this run, meet up at Mototechniks, Stowmarket, IP14 3QQ in time for the first group to leave by 08.30am. The route will take around 1hr and 30minutes and cover 45 miles on the Suffolk roads. Setting off from Mototechniks

head north passing through Haughley, keeping going North through Bacton and turn right as you enter Finningham, now go East through Wickham Street until you meet the A140 at Stoke Ash. It's a left then a right onto the B1117 which you will follow into Eye. Keep on the B1117 until you see Stradbroke, staying on the road and head East. Soon, you will enter the beautiful village of Laxfield. Again, stay on the road and onto Heveningham where on the right you can see the impressive mansion of Heveningham Hall. Keep on going through to Walpole and head to Halesworth taking a right on the roundabout in Halesworth onto the B1124. Soon this will merge with the larger A145 road for a while, go left and head Northwards towards the Market town of Beccles. Turn right following the signposts to Ellough Industrial Estate where you will turn left and Posh Pigs will be on your left.

<https://mappite.org/ceg>

19th September, Saturday Jaunt to Pie and Pickle, Yaxham, Nr Dereham NR19 1RF 01362 685754



Meet up at ASDA, Whitehouse, Ipswich in time for the first group to leave at 12.30pm. A slightly longer route taking around the 1hr 30 minutes but covering 63 miles. There is the usual mixture of road classifications but longer sections on national speed A-Roads. Setting off from ASDA, head North to pick up the A1120 after going through Crowfield. Stay on the A1120 until you enter Dennington then turn left onto the B1118. Keep going on this road passing through Stradbroke

towards Harleston. Straight over the Harleston roundabout, you'll find yourself heading North crossing into Norfolk. From here, the roads straighten out apart from the usual right-angle corner at the end of the straights and eventually you arrive at Hempsall. Turn left onto the B1527 and head West. Cross the A11 at Wymondham joining the B1135. Staying on this road, the direction goes North Westerly and signposts will show you heading towards Dereham, as you enter Yaxham, the Pie and Pickle can be found on the left-hand side.

<https://mappite.org/ce8>



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PLANNED ROUTES IN OCTOBER

4th October, Breakfast Run to the Museum of Power, Langham CM9 6QA

A route distance of 51 miles taking approximately 1hr 30minutes. Please arrive in plenty of time for the first group to leave by 08.30am, meeting up at the new Wherstead Services at the junction of the A14 and A137. Head down the hill towards Ipswich Town turning right at the roundabout towards Holbrook. Go through Holbrook and join the A137 at Brantham. Now go to Manningtree and then onto Wheeley. Then head Northwards towards Colchester picking up the road to Fingrinhoe and keep on this road where it will change direction to go South-West. Staying on this road, you will pick up the signs to Heybridge a busy market town so stay close while going through the town. Follow the signs to Langham where you will find the Museum of Power on the left-hand side.

<https://mappite.org/cqD>

17th October, Saturday Jaunt to Fillpots Garden Centre CO4 5RB

We head back to the Fillpots garden centre following the warm welcome and excellent food we received last year. The middle of October means the leaves will start falling off the trees and those darker evenings are not far away now. The route distance of 50 miles will take approximately 1hr 30minutes to complete. Please arrive in plenty of time for the first group to leave by 12.30pm from B&M, at Copdock, Ipswich. Head towards the town centre but turn left at the traffic lights onto the A1071. Riding through Hintlesham and the lengthy 40mph speed limit, you can then pick up the pace going past Hadleigh and onto the T-junction with the A134. Turn right and head towards Sudbury. On a Saturday afternoon, it is likely this market town will be busy so keep to your groups and use the Mark-Off system to keep everyone together. Follow the road out of Sudbury to the Ballingdon Bridge, up the hill and go through the villages of Bulmer and Great Yeldham where you will turn left heading South towards Sible Hedingham and finally Halstead (Essex). At the junction, it's a left then right onto the Colnes (Earls, Whites and Wakes). When entering Gallows Green, turn left onto the Fordham Green Road and go through the town until you meet up with the Nayland Road junction. Turn left, then turn right staying on this road until you see the sign for Boxted and Straight Road. Turn right and Fillpots Garden Centre can be found on the right-hand side.

<https://mappite.org/ceb>

Enjoy the rides,

Phil De Boise

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

Phil Green

Steve Hart

Leanda Hoyland-Linch

Sarah Hollingham

Bruce Pearce

Robert Rhodes

Mike Roberts

Les Smith

Andrew Sparrow

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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Chairman	Trevor Read	07525 724002
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Secretary	Bruce Pearce	07715 471948
Treasurer	Bryan Duncan	07879 654122

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Steve Laws	07595 218734
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John Rudland	07740 874300

IAM Examiners

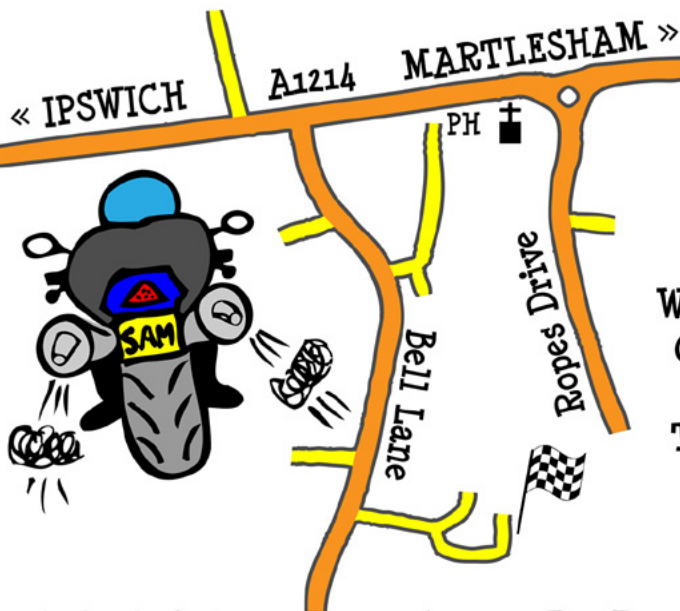
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No calls after 21:00 please.

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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