

# THE **SAM** **OBSERVER**



OCTOBER 2026



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# OCTOBER ISSUE

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**Cover Image**

Supplied by André Castle, from his recent solo adventure tour in Portugal. See page 12 for the full article.

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](mailto: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

My thoughts this month are tech related. I've driven a couple of nearly new cars that wouldn't stop beeping at me. One was a possible replacement for my ageing Skoda Superb (Mazda CX60), and the other was a hire car in Spain (Toyota Corolla). I didn't have either long enough to see how many of the warnings I could turn off, but many drivers of new cars routinely turn off warning systems that car makers are obliged to fit because they find them annoying. You may wonder what this has to do with bikes... The simple answer is that some of it will inevitably be fitted to bikes. ABS has been mandatory on bikes over 125cc for more than a decade, and some (notably BMW) were fitting it before it became mandatory. Traction control is also becoming increasingly common, although not mandatory, and some bikes even have blind-spot monitoring, autonomous emergency braking, and

adaptive cruise control. It's a far cry from when some of us old-timers started riding! Blind-spot monitoring, autonomous emergency braking, and adaptive cruise control are an £800 package on the latest BMW R1300RT but don't seem to be available on the K1600 range. I have heard rumours that there are other motorcycle manufacturers, but I don't know anything about them! A BMW dealer told me that the autonomous emergency braking stops you from filtering by slamming on the brakes. I would only want it to work when I'm not filtering, but I don't suppose that's possible.

I started wondering whether all these aids might reduce the need for advanced driving and riding. There is a short answer, but I guess you want your money's worth from an editorial.

ABS has been around a long time and will stop your wheels from locking, which is



# EDITORIAL MUSINGS

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a good thing. It won't apply the brakes for you. For that, you need autonomous emergency braking, which should reduce rear-end shunts – an everyday occurrence on the A12, A14 and M25. Obeying the two-second rule and concentrating will achieve the same result. Traction control will stop your wheels spinning if you're too heavy on the gas.

I've had three bikes and numerous cars with traction control: I've never activated it on any of my bikes and very rarely in the car. I'm a big fan of adaptive cruise control. It makes driving much more relaxing, and when it's engaged it's impossible to tailgate the car in front. I could have it retrofitted to my current bike, but it's not cheap, and I think it works better with an automatic gearbox.

I'm not sure I dare mention LED headlights as they seem so contentious. My wife's Honda Jazz has the automatic high beam

function. We quickly discovered that it won't dip the headlights until after you have dazzled oncoming traffic, so we switched it off. In summary, these aids might turn a poor rider or driver into an average rider or driver and might be of some assistance to an average rider or driver. If you're already driving and riding at an advanced level, you should rarely need them. I've also noticed that they are now described differently. They used to be described as avoidance systems, but now they are only mitigation. They may not prevent an accident but may reduce its severity.

On a lighter note, a street performer in Valencia thought he would improve my appearance over lunch (see photo) lol.

*Tony Chye*





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# EDITORIAL MUSINGS

## Leanda Hoyland-Linch

A national network of volunteers came together on Friday 18th September as IAM RoadSmart held its annual awards ceremony that celebrates the dedication and achievements of volunteer network. Ian Bishop, my former Observer, and I, attended the Awards for 2026, held at the iconic Silverstone Circuit.

The annual awards ceremony celebrates the dedication and achievements of a network consisting of 5,000 volunteers and 160 local groups nationwide.

I was awarded the IAM Roadsmart 'Rising Star' Award, presented by 1992 Formula One World Champion, and IAM Roadsmart

President, Nigel Mansell CBE, and IAM Chair, Shona Johnstone. The Award was 'to recognise my contribution as a new volunteer who has made a positive impact in a short period of time.'

I was incredibly proud to receive the award, which consists of a trophy, a framed certificate, a signed print of Nigel Mansell CBE winning the British Grand Prix, and a £300 Halfords gift voucher.

It was lovely to meet so many key people who work behind the scenes at IAM Roadsmart. I am very grateful to Ian Bishop for accompanying me and his moral support - it was a nervewracking experience having to make an impromptu speech to a large



# EDITORIAL MUSINGS

room full of strangers!

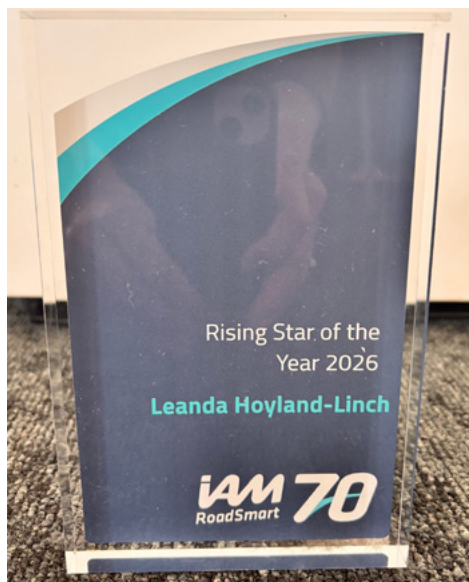
Nigel Mansell was hugely entertaining and very charming. Apart from being a great speaker, he also demonstrated his prowess as a magician - including producing a wallet which burst into flames.

It was wonderful to chat with him about his



extensive bike collection. Ian Bishop, ever mindful of securing great speakers for our SAM group nights, tried his best to book Nigel, but alas, he lives in Florida now with a very busy diary! Nice try, Ian!

I was devastated to hear about Mike Roberts' awful accident (page 27). We all saw how much Mike was enjoying his new bike. As always, he is taking it all in his stride while making a slow and painful recovery.



# EDITORIAL MUSINGS

Like other mates, I've been in regular contact with him, keeping him busy with music-related quizzes and the promise of cake when he escapes.

Deer-related accidents are becoming increasingly prevalent. It was only last August that we featured SAM member, Andy Burrows' account of his accident.

Our Suffolk roads, particularly the A12, are littered with deer carcasses, all the result of collisions with motor vehicles. Britain's surging deer population—estimated at two million—causes millions of pounds in economic and environmental damage annually, driven by mild winters, lack of natural predators, and an aging stalking community. It is clear the problem needs addressing.

Although a sensitive subject, maybe it's time to scale up the cull before more road users are seriously injured, perhaps fatally.

It doesn't take much imagination to work out the effect of an impact, at speed, with a fully grown stag which can weigh anything between 240 kg to 340 kg - that's 530 to 750 lbs!

Many years ago, this happened to me. Whilst driving past Rutland Water. My car was written off, as was the stag. I was uninjured but very badly shaken up. If I had been on a bike, I doubt I would be here now.

In Nordic countries, deer fences prevent wildlife straying on to major roads. An expensive option which still does not address other issues surrounding the burgeoning deer population.

I'd love to know your views on this as motorcyclists. Please let me know.

Hope to see you at October Group Night.

*Leanda Hoyland-Inch*



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# NEW MEMBERS, CERTIFICATES AND TEST PASSES

## **New Members**

Matthew Boyle

Alan Freeman

Corinne Short

Gary Hawksworth

Connor Alves

Janos Balogh

Keith Jamieson

Jason Naylor

Rob Wiggins

Mark Orrin

## **Test Passes**

Michael Dewey

His Observer was Tony Chyc

Harry Upton

His Observer was Mike Roberts

## **Masters Test Passes**

Jennie Mann

Her Mentor was Mike Roberts.



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### **Annual advertising rates:**

Full page: £100

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## **NORFOLK ADVANCED MOTORCYCLISTS**

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**n-a-m.co.uk**

# PREPARE TO ACT....ACT 'TAKE 1' - Chasing Shadows

There is an off-road route in Portugal created by a group called ACT (Adventure Country Tracks). Five days and 1,500km. Choosing to do this 'Solo'...'you're crazy' was most people's reaction to a 63 year old making such plans.

This was option two for me as I'd always said I would one day follow my Grandad's WWI route through to Palestine...but that is pretty unlikely in the current climate. So after a lot...(too much)



planning, I set off from Bragensca, with the aim of swimming in the sea on the Algarve Coast five days later.

After a mammoth road trip, which I completed in 2 ½ days, I rolled the bike out of my van at Porto Airport, heading east on the NI03 for a shake down 250 km ride to the start point of the ACT, riding the little AJP SPR250 in its home environment. I passed nearby where this little bike had been born, just outside Porto. The NI03 is a swooping mountain road and gave me a chance to get comfortable with the bike with mousses fitted.

Solo riding comes with some risks but it means meeting people. It's immersive; you are absorbed into the place you're riding through. You're not just passing through, as you do in group rides.

The fires, have been huge, especially in the mountains in the North. Vast areas of hillsides have gone up in smoke. Fire, of course is natural, and keeps a check on what grows and lives in these areas. However, when you see people's livelihoods that have taken generations to establish...the tragedy unfolds. Cork,



# PREPARE TO ACT....ACT 'TAKE 1' - Chasing Shadows

almonds, chestnut, eucalyptus, olive and grape vineyards destroyed in a flash. Doing this route in Sept was 'risky' as there is a constant fire risk applied to the forest areas. I could monitor restrictions and be aware of any actual fires using my DMD2 Navigator. DMD (Drive Mode Dash) it is a purpose-built bike navigator with many features, and can be set up exactly as you want it.

The road riding was truly fantastic, made more difficult on a 250cc bike with trail tyres fitted with mousses mimicking 12psi...(Why make life easy?) I found adopting a Marquez style of keeping the bike upright and hanging off the saddle seemed to work.

Luggage: I had LOMO saddle bags that hold around three litres each in a dry bag. Lomo are great. They are UK-based and specialise in canoe stuff. Whilst on the subject of luggage, I thought I'd been brutal, but as always, you quickly realise that you have too much stuff!

My problem is heavy items like security chains and tools. They make up the weight whereas my clothing 'wear and throw'

policy means I gain space but don't lose much weight. I also needed a day bag for food reserves. I also have my hydration pack rucksack on my back, but you can't store anything else in it and I was getting through three litres of water a day. My trusty first aid kit in a waist bag is a permanent part of my riding attire.

It's not an adventure, without some adventure....I had one serious 'Off' on this trip which was simply my fault.

I had a luggage strap break free and lock my rear wheel at 80k's on a deserted road. After a few frantic seconds wrestling the bike to keep upright I slid to a halt beside



# PREPARE TO ACT....ACT 'TAKE 1' - Chasing Shadows

the bike. Thank fully the body armour and knee protectors saved me (small graze on my elbow). It was a schoolboy error, lesson learned the hard way!

The five day route is typically North to South, and I thought perhaps it would be a lot easier as I progressed South, out of the mountains and into the plains. Well that's what I thought, It turned out that even on day five, before getting to the coast (or not in my case...you'll find out later), there was a full day of trails, some of which were quite gnarly...enjoyable, but again some steep-ish climbs and descents.

I'm not that accomplished at this off-road stuff, having come into it late in life. My nemesis is descents. However, I try and 'bowl' down these slopes, I still prefer a

slower, more controlled approach, the problem being your front wheel finds every nook to slide in, and touching the rear brake leads to locking the back up and losing control. I just don't have the confidence to rush, when not knowing what's at the bottom! Dry, means slippery, wet is generally grippy...unless its clay. Exactly opposite to what you might expect.

Each day is around 250kms, and they are pretty much full on, with an estimated 65% trail. Some days you barely even cross a road for hours. The wind farm trails are similar to those I've ridden in Scotland, but vast areas cover many kilometres of the crests of the hillsides with loose gravel trails stretching as far as you can see. Riding under these towering triflids



# PREPARE TO ACT....ACT 'TAKE 1' - Chasing Shadows

with their shadows slashing the route as you pass by...I still can't decide if I hate the intrusion of these monsters marching across our lands or they add some graceful beauty to our skyline...the debate goes on in my head as I gain momentum for yet another hill climb.

As a rough guide, I travel fairly quickly as a solo rider, only stopping to snatch the occasional photo. Lunch is usually whatever leftovers I have in my bag.

This meant I was getting to the last 100 km of each day at about 1pm, so I'd stop and book that night's stay (courtesy of booking.com). On average, I found somewhere with off-street parking for €45 to €50. I didn't have breakfast, so was on the road between 8 and 8.30 am, and

ending by about 3 pm. As it was a very hot 37 degrees most days, that was probably sensible option. Sometimes I cooked for myself, other times I ate out.

Trails in Europe, are well used and maintained routes for locals to get about without using sealed roads, especially after a few drinks! The trails in September were bone-dry, leading to hard, compacted surfaces with shale/sand loose on the top, leading to riding carefully as corners and braking could be challenging. Added to this, the possibility of something coming the other way is always a focus.

Full-on trail tyres in these conditions were probably not the best choice. In the hilly sections, slate type rock platelets were common, mixed with exposed bedrock to

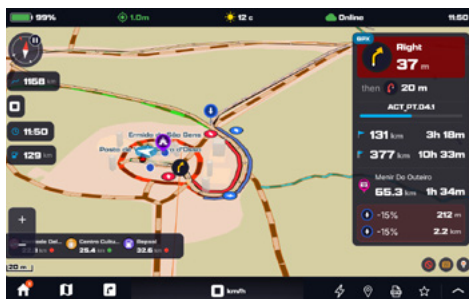
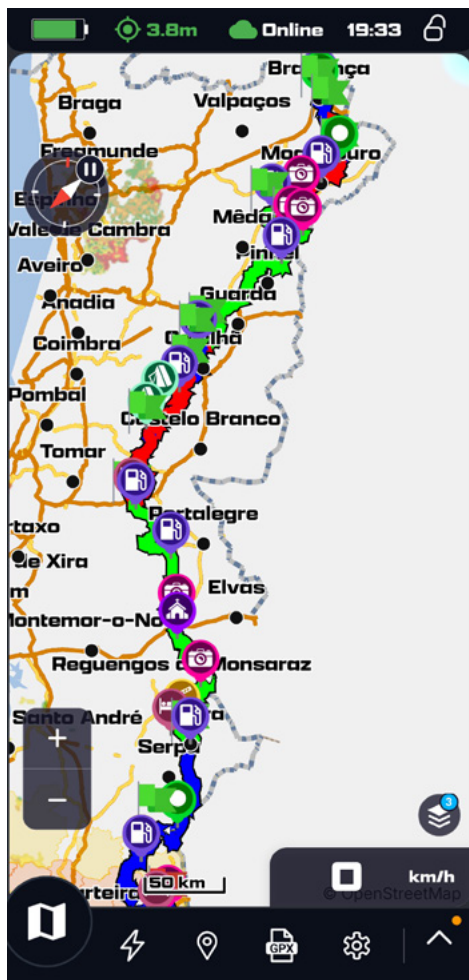


## PREPARE TO ACT....ACT 'TAKE 1' - Chasing Shadows

keep me on my toes. Speaking of which, I seem to spend half my time sitting, rather than always standing. This helps with navigating, and is just easier on corners, I find. I'm not racing or riding to impress or match other riders expectations...just making steady progress whilst enjoying the 'moment'. Mostly, roads across this east

side are empty, you start acknowledging other vehicles when you see someone else. Very few cyclists, one group of horse riders and no gates! I guess this is where I found myself talking to my own shadow as if I had my mate riding with me.

I saw very little wildlife; a few eagles, but the most prevalent bird on the trails were little groups of French Partridge, suggesting that shooting is popular in rural Portugal. In places, rather awkward looking Stork nests adorn the street furniture and pylons. The nests are huge, intricate builds of big sticks, sometimes easily 6ft across. Having left the very North of Portugal, five days later I spot the sea in the distance. Just 13 km from my destination, the little AJP decided to quit! Two days later, after



# PREPARE TO ACT....ACT 'TAKE 1' - Chasing Shadows

some sterling attempts to get it going I had to 'call it' and get recovered back to Porto.

Obviously, I cant say I 'actually' completed the Portugal ACT, but it was still an amazing journey. The people, the environment, the sounds, and the smells left a lasting memory that photos cannot offer.

The route itself is around 65% trail with a good mixture of flat and some quite steep rocky trails. How or why riders with bigger bikes cope with this still amazes me. My little bike skips up these hills with ease in comparison to dragging a 200kg+ bike... but 'whatever floats your boat'.

So it's a 'wrap'. Act 1 is completed. Will I ever see my bike again? Watch this space.

In total, my round trip in the van was 4,100 miles, so it was pretty full-on but I did that over three weeks, as I had a holiday in Porto, as well as dropping into to spend a few days with an ex-Observer, and great friend, Ross, in France, before returning on the trusty Dieppe-Newhaven Ferry.

*André Castle*



# SEPTEMBER GROUP NIGHT

## at Bentwaters Cold War Museum

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Around 26 members enjoyed a fascinating visit to Bentwaters Cold War Museum, on Wednesday, September 16th.

While two motorcycle groups left Kesgrave at 6 pm to follow a scenic route through Woodbridge, Hollesley, Alderton, Butley and Tunstall, others arrived by car.

The Museum was specially opened for our visit and a full team of volunteers, including the legendary Bob Hale, who served at the base when it was operational, made us extremely welcome.

After complimentary hot drinks and biscuits in the café, we were able to wander around the museum and outside

compound to view the extensive collection of exhibits housed in the original hardened USAF Wing Command Post, which is believed to be the only former USAF command post of its type in the UK and Europe that is open to the public.

In the compound, as well as aircraft, there are USAF police cars, a former ambulance and examples of weaponry.

Members were thoroughly entertained in the Battle Cabin by Bob Hale's informative talks on what service life was like on the base. It is restored exactly as it would have been during the Cold War, complete with plotting boards and communications



# SEPTEMBER GROUP NIGHT

## at Bentwaters Cold War Museum

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equipment and is where senior officers would have coordinated military operations during a crisis.

Telephone exchange and communications rooms, the War Operations Room, and the original airlock and decontamination facilities that would have been used following a nuclear, biological or chemical attack, are all preserved.

The extensive 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, as well as a very interesting section covering domestic life.

The infamous Rendlesham Forest UFO Incident of December 1980, complete with a scarily realistic alien, is covered in detail.

Dr Who fans were delighted to see the original Tardis and K9, used in the series.

Members thoroughly enjoyed the visit and we hope to do a longer, repeat daytime visit next year, leaving on a Saturday morning for a group ride, and enjoying brunch at the well-known Diner on Bentwaters, followed by another tour of the Museum, taking in the Restoration Hangar.





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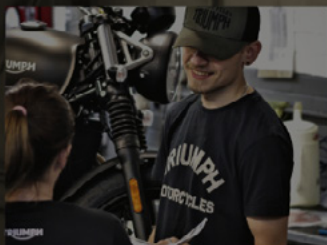
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# SEPTEMBER GROUP NIGHT

## at Bentwaters Cold War Museum





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# CCMG SHOW - Sunday 9th September

I decided to volunteer Jean and me to help at another show. It was a nice early start on a pleasant Sunday morning, meeting up with the crew at Trinity Park, situated near the Orwell Motorcycles stand this year, which was nice.

The gazebo was erected, everything set up, and there was a welcome bacon roll and coffee, and we were ready for the off. It seemed a bit of a slow start, but soon we could see the bikers streaming in with the intrepid SAM parking marshals doing a sterling job behind us; the crowds soon arrived. We were kept pretty busy all day but still had time to have a bit of a look round, viewing many beautifully restored classic machines and various other things going on around the showground.

It was, I believe, a successful day for SAM, with 7 new associates signing up on the day and considerable interest being shown, with many SAM bags being handed out. It was also nice seeing some old faces and visits from some of the members who had been helping with the parking and enjoying

the banter that goes on with like-minded people. By around 4.30 things started to quieten down; the gazebo was stripped down and stowed in Trevor's van along with all the other kit, we said our goodbyes, and it was time to go home after another lovely promo day.

Many, many thanks to Chairman Trevor, Computer Dave, Big Bob, Bruce and of course Jean for all their efforts and a shout-out to the many bike parking marshals, all helping to make for yet another hopefully successful show for other businesses on the site.

*Sonny Westley*





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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: Check the online calendar.

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 October 28th

7.30 pm to 10 pm  
Come along and learn more about Roadcraft.

Topic: Gears and acceleration.



*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](http://www.youtube.com/@mikeroberts)

# OCTOBER GROUP NIGHT - Scott Hamer

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We are truly delighted to welcome Scott Hamer to be the guest speaker at our October Group Night.

Scott has been riding on the road since 1988. He is RoSPA and police trained and works part-time as a Tour Leader for Motorrad tours leading motorcycle tours all over the world.

He is a retired New Scotland Yard police inspector and spent the last five years of his thirty year Metropolitan Police career as Personal Protection Officer to His Majesty King Charles III, as the former Prince of Wales.

Over half of his career was spent on close protection duties as a senior manager in

Royalty and Specialist Protection (RaSP) responsible for the protection of UK and international public figures in over 50 countries around the globe, including failed states and war zones.

Since retiring from the police, he has held senior security positions at The Commonwealth Games in Birmingham and The Royal Albert Hall. He is currently Head of Security and Resilience at St. Paul's Cathedral.

Scott will share his hints and tips on staying safe on the bike and in the country you're visiting - and maybe some witty anecdotes from his travels and career.

He currently rides a BMW RT1200 and a Honda 300CRF.



# MIKE ROBERTS

Many of you will have heard by now of our Chief Observer, Mike Roberts', serious accident last week.

He was riding home from an IAM conference, when a large stag emerged from a hedge. He managed to avoid it but was then hit by one of three females following and then cartwheeled across a field with his bike.

Fortunately, Mike was riding with Bruce Pearce, who not only witnessed the traumatic crash but also dealt with the aftermath, arranging police, ambulance, and recovery of Mike's bike, whilst looking after Mike, who had been knocked out by the accident.

Mike has since been in Addenbrookes Hospital with a fractured neck and back;

tissue damage and bruising to shoulders and elbows; a non-functioning left arm, and other injuries. He has made progress and hopes to see you all out and about soon, but this will take a little while for him to get over.

We all wish Mike a very swift recovery.



# SAM EVENTS: OCTOBER/NOVEMBER

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## **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 1 ½ 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 Scott Haler. 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

## **Sunday November 1st**

Breakfast Run to Cafe 33, Stradishall

Please arrive at the new Wherstead Services, Junction of A14/A137 in time for the first group to leave at 8.30 am.

The route is a distance of 43 miles taking approximately 1 ½ hours

The route will pass through Sroughton, Little Blakenham, Bildeston (avoiding the road closure), Sudbury and Stradishall

## **Wednesday November 4th**

Committee Meeting 7.00 pm – 10.00 pm

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

## **Wednesday November 18th**

SAM Group Night, 7.30 pm. This will be held at Suffolk Triumph, 713 Foxhall Rd, Ipswich IP4 5th, NOT at Kesgrave War Memorial Community Centre.



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# SAM EVENTS: OCTOBER/NOVEMBER

## Saturday November 21st

Saturday Jaunt to Perrywoods Garden Centre, Sudbury, from Stowmarket Tesco  
Please arrive at Stowmarket Tesco in time for the first group to leave at 12.30 pm  
The route distance is 57 miles taking approximately 1½ hours  
The route will pass through Great Barton, Barrow, Wickhambrook and Long Melford

## Wednesday November 25th

Theory Evening – Gears & Acceleration. 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.**



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# A LOOK BACK AT SOCIAL RIDES IN SEPTEMBER

## 3rd September. Last Chip Run of Summer to The Hook Café, Clacton

A sad night as this was the last chip run of the season, which took us to the Hook Restaurant in Clacton next to the pier. Setting off from Wherstead services, the temperature gauge indicated 25c and it certainly felt very warm. With the route changing directions, the low sun was a concern and prompted rolling off the throttle at several points in the route. The anxiety of where to park melted away as we were able to get into the car park round the corner from the restaurant and it was free, yippee. The Hook proved an excellent choice as the fish and chips were excellent and only the attentive seagulls looking from the roof caused us a bit of concern. The ride back to Suffolk was in stark contrast to the bright conditions on the way out as darkness causing riders to see how effective their headlights were and it is fair to say, some models were terrible. We now have to wait until April 2027 before we start our chip runs again.

## Breakfast Run to Posh Pigs, Elloough, Beccles, 13th September 2026

A reduced turnout for our ride to Posh Pigs with nine committed riders who took shelter under the BP Garage roof as the 'heavens opened'. While sheltering, we struggled to recall the last ride where we had such a wet start. We forget how the summer has produced sunny dry weather month on month. Anyway, we had a mixture of heavy rain, medium rain, light rain and then the sun came out as we were tucking into our breakfast. The roads were certainly slippery, and riders had to be extra careful where the tarmac looked like mirrored glass, but all arrived safely. The social ride co-ord was muttering under their breath as the change of bike with the ultra-small mudguards just allowed the dirt and wet to coat the engine and suspension unit. Oh dear, its out with the bucket again as the hose pipe ban is still in place.

*Phil De Boise*



# PLANNED ROUTES IN OCTOBER/NOVEMBER

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

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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>

## **1st November, Breakfast Run to Café 33, Stradishall, CB8 9XX**

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Please meet up at the new Wherstead Services at the junction of the A14 and A137 in time for the first group to leave at 08.30am. Following the A137 towards Manningtree, look out for the Belstead turning on the right and head towards the A12 going under the road and into Washbrook. Ride through Sproughton and Branford turning left at the Little Blakenham junction. Follow the road until it joins the Barking Tye Road. Head left past Wattisham airfield and into Bildeston. Avoiding the road closure, turn left then first right and enjoy the twisty section of the B1115 all the way to Monks Eleigh where you'll join the A1141 for a short distance, then it's back onto the B1115. Ride through Great Waldingfield towards Sudbury and shortly you'll arrive at the Macdonalds roundabout on the outskirts of Sudbury. Peel off at the third exit onto the A134 staying on the road for the downhill stretch until you reach Sudbury Road where the A134 goes Northwards. Go past the Nethergate Brewery taking in the smells of the hops and onto Long Melford. Turn left at the A1092 junction then right onto the B1066 and again enjoy this lovely section of twisting bends surrounded by West Suffolk countryside. Turn left at the Hawkedon signpost and ride through Hawkedon and Stansfield then it's another left onto Lower Green Road. Soon, you'll reach the junction with the A143, so turn left and you can almost smell the breakfast cooking at Café 33 which will be on the right-hand side of the road. A route distance of 43miles taking around 1hr 30minutes.

# PLANNED ROUTES IN OCTOBER/NOVEMBER

## **21st November, Saturday Jaunt to Perrywoods Garden Centre, Sudbury, CO10 0PZ**

Returning to Perrywoods Garden Centre for the second time, meet at the Stowmarket Tescos in time for the first group to leave by 12.30pm. A route distance 57 miles taking approximately 1hr, 30minutes.

Moving off from the start point join the B1113 via Stowupland and pass-through Old Newton. Turn left at Bacton to travel Westwards until you meet the A143 at Great Barton. Turn left then first right and continue until you see the Fornham St Genevieve roundabout. Taking the third exit, head towards Lackford Lakes and take the left turn towards Cavenham, then left again to head South going under the A14 and onto Barrow. Still ride Southwards riding through the villages of Ashfield Green, Wickhambrook and Stradishall. Stay on the road until you reach Clare and then turn left on the Cavendish Road before turning right on the Pentlow Road. This road will take you through Foxearth but keep to the left where it becomes School Lane and takes you towards Long Melford. Turn right and make your way to Sudbury on the A134, keep on this road through Sudbury and soon you'll see Perrywoods on the left-hand side. Enjoy the rides,

*Phil De Boise*

Whether you are just starting out as an associate or you are an old timer, if you would like to share friendship, support, rides and more, please contact: Karen 07526119529, Sarah 07585 326764, Saska 07746 187947.

*Karen Clarke*



# MEMBER INFORMATION

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## 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

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## 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](mailto:phil.deboise@btinternet.com)

Mobile: 07720 664 326



# YOUR SAM COMMITTEE

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## 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          | Temporarily vacant   |              |
| Continuous Training Coordinator | Jon Marriot          | 07973 121725 |
| Events Organiser                | Ian Bishop           | 07775 920661 |
| Webmaster                       | Les Smith            | 07792 273334 |
| Communications                  | Les Smith            | 07792 273334 |
| Magazine Co-Editor              | Leanda Hoyland-Linch | 07894 406863 |
| Magazine Co-Editor              | Tony Chyc            | 07778 343685 |

## Chief Observer

|              |              |                   |              |
|--------------|--------------|-------------------|--------------|
| Mike Roberts | 01473 717504 | Geoff Scott       | 07983 939998 |
|              |              | Fred Sparrow      | 07842 334248 |
|              |              | Christiaan Taylor | 07932 020779 |

## National Observers

|                |              |
|----------------|--------------|
| Matthew Barker | 07931 700725 |
| Ian Bishop     | 07775 920661 |
| Nick Braley    | 07990 734581 |
| André Castle   | 07730 526674 |
| Tony Chyc      | 07778 343685 |
| 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 |

## IAM Examiners

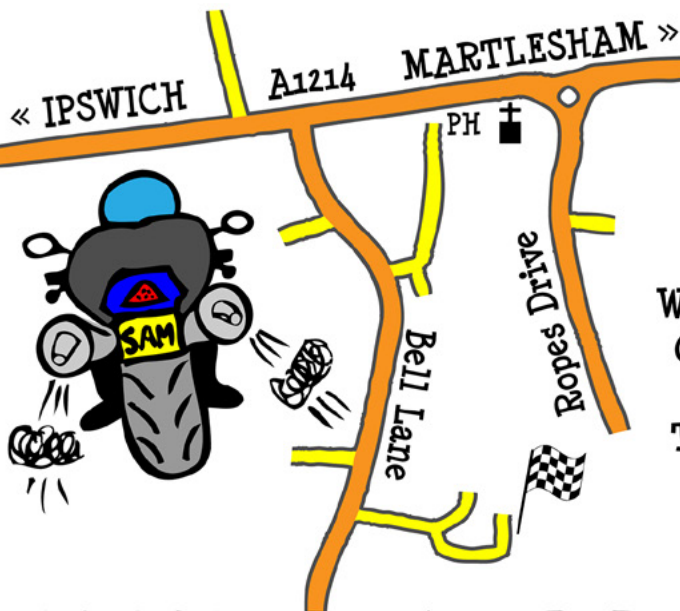
|                 |              |
|-----------------|--------------|
| Ian Maxwell     | 07974 941545 |
| Neale McConnell | 07899 714136 |
| Simon Rixon     | 07951 292671 |

**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](mailto:editor@suffolk-advanced-motorcyclists.com)

# WHERE WE MEET



Kesgrave  
War Memorial  
Community  
Centre  
Twelve Acre  
Approach  
IP5 1JF  
(not to scale)



[www.suffolk-advanced-motorcyclists.com](http://www.suffolk-advanced-motorcyclists.com)

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