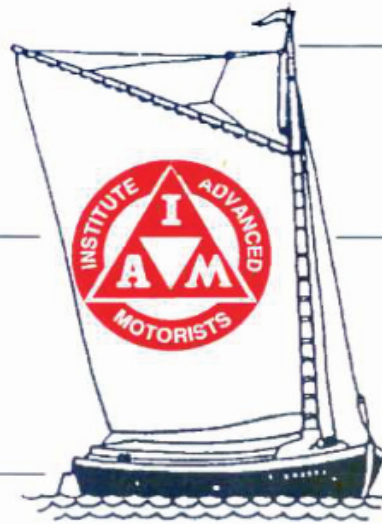


WHEELS

**The Journal of the Norfolk and Norwich
Group of Advanced Motorists**
affiliated to the Institute of Advanced Motorists

Autumn 2023



Electric Vehicles

Momentum behind electric vehicle development is at an all-time high, with EV's now accounting for over 10% of new car sales. They stand out from most cars on the market in that instead of petrol or diesel these vehicles run solely on battery power..

'Electric Vehicles' is an umbrella term. In fact, there are several types of EV's. They all use electricity for at least some of their operation, but that is pretty much where the resemblances end.

Battery Electric Vehicles (BEV)

BEV's are powered by electricity, meaning a BEV has no internal combustion engine (ICE), no fuel tank and no exhaust pipe. Instead, it has one or more electric motors powered by a larger onboard battery - currently charged via an external charging point.

BEV's currently exist in several forms, including cars, buses, motorbikes and scooters.

Hybrid Electric Vehicles (HEV)

HEV's are the most common type of hybrid, they have been around the longest too. HEV's have two power drives: a fuel-based engine and an electric motor with a larger electric power. Then, as soon as the vehicle achieves speed, the fuel based engine kicks in. An onboard computer system determines when electricity or ICE should be used. Also, users do not plug in an HEV. Through a process known as 'regenerative braking', the vehicles battery gets a little recharge every time the driver touches the brakes or decelerates.

Plug-in Hybrid Electric Vehicle (PHEV)

PHEV's split the difference between battery electric vehicles and hybrid electrics. Like BEV's PHEV's have an electric motor that is recharged via an external plug. Like HEV's, they also have a fuel-based ICE. One big difference from HEV's is that a PHEV can travel a distance on electric power alone, averaging between 20 and 30 miles, due to their increased battery size and ability to recharge.

By 2030 new vehicles must be BEV/ZEV (Zero Emissions Vehicle) because the new legislation will prohibit the sales of new combustion engines, this means that hybrid new car sales will come to an end.

A polite early reminder that your NNAM membership is increasing to £15 at the beginning of next year (January 2024) as agreed at the AGM in January 2023.

**Please remember to change your standing order details accordingly
or pay by BACS - see Membership Matters**

**DON'T FORGET THE CHANGE OF VENUE FOR THE
SEPTEMBER MEETING**

SEE PAGE 8 FOR DETAILS


We make better drivers and riders

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You can also visit our Facebook page too
<https://www.facebook.com/nnam.org>

If you find any mistakes in this edition of WHEELS, please consider that they may well be there for a purpose.
We try to include something for everybody and some people are always looking for mistakes!

The group (Norfolk & Norwich Advanced Motorists) accepts no responsibility for products, goods or services that may be advertised or referenced. Publication of any advertisements or loose inserts in the magazine does not imply endorsement by NNAM. All prices, advertised or provided, are accepted in good faith as being correct at the time of going to press. The views and opinions expressed in this magazine are those of the author and do not necessarily reflect those of either IAM RoadSmart or the Norfolk and Norwich Group.



SECRETARY'S DESK

Welcome to the Autumn edition of "Wheels", and the least said about the weather the better.

Autumn is my favourite time of the year with all the trees and hedges turning to the lovely colours but that comes with problems as the leaves will soon be falling and they make the surface of the roads and paths very slippery, so extra care is needed. Most of you have heard me say that we do not have roads in Norfolk only lanes and narrow bits which makes it even more difficult.

The other big change in the Autumn are the clocks which means, as they go back an hour we will be going home in the dark and even more importantly the children will be coming out of school in the dusk. Its not so easy to see people in the dusk so please if you are walking wear something light and bright.

Whether you are using a bike, a mobility scooter, motorcycle, car or any other vehicle make sure your lights work and are clean. Turn them on as soon as it gets dusk do not wait for darkness.

We have another hazard at this time in the form of thick mist/fog. All new vehicles are fitted with running lights but they are not good enough in these conditions. Although it is a legal requirement for all new cars to be fitted with running lights at the front, for some strange reason not all vehicles have them at the rear **{does yours?}**

As the group financial year runs from 1st October to the end of September, I feel a brief resume of what has happened this year is in order. Following all the problems with COVID we now seem to be back on track, but unfortunately several of our Observers decided not start up again after their lay off. I thank them all for their past service. We also contacted all the Associates that I had on record to check their situation. Of the 33 that I contacted, 17 wished to continue with the course, 10 did not wish to continue and there was no response from 6 despite being sent a second e-mail.

If you receive an e mail from me **please** respond, or I will assume that you wish to resign from the group and you will be taken off the mailing list.

Safe & Happy Motoring.

Martin Woodhouse

BE DECISIVE

Right or Wrong,
Make a decision.

"The road of life is paved with flat squirrels that couldn't make a decision"



Lara Slater

Associate Training Coordinator

NNAM are continuously looking at ways to encourage new membership and it often pays to look close to home. Members are our greatest asset when it comes to encouraging people to undertake an advanced driver/biker course, after all, who else can explain exactly what its like ?

As a member of the 'Porsche Drivers Norfolk' Facebook group, I have recently been discussing the benefits of the course with members.

One of the members had recently had a single vehicle accident which had shaken her confidence quite badly and unfortunately left her car written off. It had also led her to having to undertake a Safe and Considerate Driving Course through Norfolk Constabulary. After talking to me she took up the offer of an IAM free taster drive and went out with one of our National Observers. Not only did this taster improve her confidence prior to her 'S & C' driving course, our Observer was also able to offer practical advice as to how to avoid a similar incident happening again - appreciation of weather conditions and understanding skid avoidance.

It's not just people driving high performance cars that have accidents of course, and any kind of accident can shake a drivers confidence, regardless of whose fault it is. Taking an IAM course can help give you the tools to avoid accidents and incidents; and if you've already been unlucky enough to experience one, we can also help you gain back your confidence and improve your skills to avoid it happening again.

If you're reading this you are probably already a member - but how about those close to you ? Know a young person who has just passed their test ? They might benefit from the 'Young Driver Assessment'. Got an older relative who has been driving for a long time ? Maybe suggest a 'Mature Driver Review'. IAM are currently offering free taster sessions for those who would like to see what's involved. With Christmas on the approach (sorry!) you can also purchase a course or an assessment as a gift for someone. All the information is on the IAM website.

Who better to tell them how useful it will be than you ?

Lara

NEW



ASSOCIATES

Alec Chalmers	Bircham Newton
Richard Kelham	Holt
Mr. Brian Simmons	Saham Toney

NEW



ASSOCIATES

Mr. Michael Palmer	Whittington
Mr. Luke Barnett	Watlington

NEW FULL MEMBERS

Steven Silcocks

Pott Row

TEST SUCCESSES



OBSERVERS

Colin Carter-Harrold

Pentney

Paul Southwell

Sharon Coleman

Pott Row

Ian Cain



Warmest congratulations to all the above Associates and their Observers on successfully reaching the high standards of The Institute of Advanced Motorists. Welcome to the Group and please do come along to our Group Meetings, we have some interesting talks lined up.

Bikes: Ian Cain & **Cars:** Lara Slater - Associate Coordinators

Chairmans Chat



Keith Mace

Hello again everybody, and welcome to another "WHEELS".

Well, I don't want to speak too soon, but after the doom and gloom of the last Chairman's Chat, it could be that things are looking up. Although it is nowhere near enough yet, we have had a few new associates coming through, welcome aboard to all of those, so let's hope this is a turning point.

The display unit has been to four events so far, not as many as we would like but there has been a good bit of interest in what we are doing so let's hope we get some positive results from this. The problem is that a lot of the events we used to attend regularly each year stopped for Covid and have not restarted. We are struggling to find new venues.

You will see in Membership Matters on **page10** that we have reached a point where we must increase the annual subscription. It has been £12 since 2009 and costs have increased considerably since then while membership has fallen back slightly meaning our income has not kept pace. The committee debated the matter in some depth and decided the right thing to do at this time is to increase the subscription to £15 from the 1st January 2024. As all subscriptions are due on that date, all full members who pay by Standing Order, will have to remember to cancel their existing S.O. and make a new one for £15. We cannot change Standing Orders and, unfortunately, our Group is not in a position to accept Direct Debit payments.

That is all for now, I hope to have some good news next time, meanwhile:

Drive safely and get there when you can.

KJM

Question Time ?

How good is your Associate's knowledge? Some IAM RoadSmart groups hold classroom sessions where new Associates are given lectures on advanced driving and the rules of the road. It's been said that a lecture is a means whereby the content of the speaker's notes is taken down into learners' notes without passing through the minds of either. Our Group doesn't do formal classroom training, so we rely to some extent on Associates doing their homework. But, as Observers, we must ensure that our Associate has the knowledge they need to pass the test and remain safe and legal drivers.

At the start of an observed drive we usually ask the Associate what they already know about the topic we are going to cover, for example, 'tell me about IPSGA and how you would apply to a roundabout', or 'tell me where you'd position for a left-hand bend and what are the advantages and disadvantages of being in that position.' We can also ask them to recap what they learnt on the previous run to establish what knowledge they've retained and, as importantly, how successful we were at imparting that knowledge.

During the drive we can see whether or not the rules in the Highway Code (HC) are being obeyed. Any deviation from the rules can be discussed in detail during the debrief to establish whether the breach was caused by not knowing a particular rule or whether they knew the rule but simply made a mistake. During the drive the actions of other road users can also be used to illustrate either compliance or deviation from the rules, however, keep any comments factual and avoid the urge to personalise another road user's actions, so we may say, 'did you notice the vehicle in front straddle the solid white line', but not, 'look at that reckless fool who clearly doesn't know how to drive!' Compliance with the rules can also be mentioned, such as, 'did you notice the driver turning into a junction who gave way to a pedestrian waiting to cross as suggested in the new HC hierarchy of road users?' Examples like this can lead to a good opportunity to explore the Associate's knowledge and understanding further.

We can also ask the Associate to call out all the road signs and road marking they see during the drive. If they use the names for the signs as they are described in the HC it's a good indication that they've been studying it. It also helps us to assess their powers of observation and helps to prepare the Associate for providing spoken thoughts.

The syllabus for the advanced driving course includes the Associate Log Book and the HC. It is expected that Associates will carefully study these publications. They are not *required* to read anything else, not *RoadCraft*, not *Know Your Traffic Signs*, or to watch hour upon hour of Reg Local's excellent YouTube videos no matter how much we may enjoy watching them. I'm not, of course, saying that Associates shouldn't read other material or watch good-quality advanced driving videos on YouTube if they want to, but that's their decision. I say this because it's important to ensure that questions intended to test the Associate's knowledge should be capable of being answered using the materials supplied. If we ask questions that need other material to answer them, then we've exceeded that which is required for the course. This is not to imply that a broader knowledge isn't useful, but the Associate has plenty to do without introducing additional information.



Kevin Smith
Observer Training Co-ordinator

If we want to explore the Associate's knowledge of the HC what questions should we actually ask? In theory, *any* question that can be answered by the HC is potentially allowed, but is that reasonable? I was asked, by an examiner when I was on a Masters car test, 'What's the speed limit on a motorway for a coach not exceeding 12 metres in length?' I looked at him and said, I'm not sure, it's either 60 or 70mph, but I'm driving a car, not a coach less than 12 metres in length. The examiner replied – rather apologetically – 'I know, I didn't write the questions.' Just how helpful is that sort of question? The answer, if you're remotely interested, is 70mph, but 60mph for coaches over 12 metres. Are you now a better car driver for knowing that? Of course not!

It's important to keep questions relevant to the knowledge most needed by the Associate. There's a danger that asking questions about irrelevant or obscure topics could be misinterpreted by the Associate of as an opportunity for the Observer to show off their knowledge or make the Associate feel inferior.

If you're going to ask questions on the HC, make sure the HC actually contains the answer. I was once told that I was going to be asked questions on the HC, but was asked a question about a road sign that not only didn't exist in the HC, it didn't exist in *Know Your Traffic Signs* either. In fact it didn't exist in any official road sign publication that I could find!

Other questions I've heard that I didn't find useful were: what's the penalty for a particular driving offence (e.g. how many points on a licence or level of fine). I'm not intending to break the law, let alone do so based on how low or high the penalty may be, so how does knowing this help me? Or how about: what's the legal minimum depth of tread on a moped tyre? If you don't ride a moped that's a doubly ridiculous question, as there's no minimum tread depth, it just has to be visible, so it's a trick question. I'm sure you've all heard similar questions that may be suitable for a pub quiz but are of no value to an Associate. As Observers, we weren't immune to being subjected to such nonsense. There will no doubt be many of you who remember the written test we had to complete to become Observers. One set of questions required us to give the meanings to foreign road signs. The last time I checked we were the Norfolk and Norwich Group, not the Norfolk and Norwich Group!

If you want to ensure that your questions are reasonable, a good place to look for inspiration is *The Official DVSA Theory Test for Car Drivers*. This publication contains hundreds of questions and those specifically relating to the HC have the relevant rule referenced.

Another resource for information, and one that's free, is provided by IAM RoadSmart via their website. It's called Associate CHOICES. (Sorry about using all caps for the word 'choices', but that's how the IAM describe it). The IAM state that '*These focused eLearning modules are designed to help Associates refresh their knowledge*



before embarking on their Advanced Journey.' Various topics are covered. The Associate just has to register their interest by clicking on a link on the IAM website. Once registered the Associate receives an email with the log-in details and can complete each module in turn, answering the questions and can print out a certificate on completion of each module. The modules were originally developed for the IAM's commercial clients and they go on to say, 'The content is not aimed at Advanced level, however it is designed to be engaging and thought [sic] provoking and begins to lay the foundation of advanced techniques.' If you haven't already, it is worth mentioning it to your Associate.

Compiling questions helps to keep our knowledge fresh too, but when compiling questions, and to avoid the pitfalls I've experienced, please consider the following points:

1. Keep within the syllabus to ensure consistency with the course delivery
2. Keep them relevant to the Associate's driving

3. Don't make them obscure or too technical
4. Ensure questions cover knowledge that is actually useful to the Associate
5. Don't ask questions that serve merely to demonstrate your 'superior' knowledge
6. Consider any neurodiversity needs the Associate may have, especially if you're going to produce a set of written questions. (For more information, if you haven't already, watch the neurodiversity webinar on the IAM RoadSmart website)
7. And last but not least, no trick questions. We're trying to improve knowledge, not confuse or humiliate!



Kevin



Bob Tash - Speaker Secretary
07415 589110 [bobbash5@gmail.com](mailto:bobtash5@gmail.com)

Pleasingly we have enjoyed more members and colleagues attending recent Speaker evenings and I would like to express my thanks to all of those who have come along and brought their spouses, friends, and partners etc.

It is rewarding to know that your interest is sparked and I will continue to attempt to provide interesting and varied subject matter against an ever-challenging budget situation for our Group.

Hopefully the next round of Speakers after our August break will be just as interesting and may be those of you who have still not attended can find a way to come along to some of these and enjoy a different evening out!

Look forward to seeing more of you. Many thanks.

**Please come along to at least one or more of the events listed on page 8.
You will be warmly welcomed.**

Please keep an eye on our website for any changes and further updates for upcoming Speakers

GROUP MEETINGS

Cringleford Pavilion, Norwich. NR4 6XF

The Speaker events take place on the second Wednesday of every month at 19.30 at the Cringleford Pavilion, Oaklands Road, Norwich, NR4 6XE apart from August, when there is a break for holidays and January when we hold the AGM.

It is easy to get to and there is plenty of parking. I would ask you all to support this activity as much as possible and please feel free to bring along friends and relations.

We even supply tea, coffee and biscuits at the end!

13th September - Amanda Armitage from Gridserve

Amanda Armitage from 'Gridserve', founded in 2017,. Gridserve opened the UK's first all-electric car charging forecourt in 2020, and plans to open over 100 more over the following five years to charge electric vehicles with 100% renewable energy, supporting the UK's transition to carbon neutrality. Knowledge worth gaining for the future.

MEETING TO BE HELD AT THEIR PREMISES SAME TIME 7.30pm

- 1 GRIDSERVES ethos, vision and mission for the future
- 2 Sun-to-wheel element
- 3 Charge anxiety / UK Charging Infrastructure / Super Hubs
- 4 Electric Vehicle Myths

Plus a short tour and a Q & A

Refreshments available

LOCATION : East Electric Forecourt. Maple Way,
Postwick, Norwich. NR13 5HB

Plenty of parking available



11th October - "Jenny Lind" - The legacy of the Swedish Nightingale. Mr Richard England, Consultant paediatric surgeon, Jenny Lind children's Hospital

Jenny Lind's early childhood in Stockholm was harsh, but once her beautiful singing voice was discovered she quickly rose to stardom across Europe as the, 'Swedish Nightingale'. Her operatic career eventually brought her to England. An invite to perform in Norwich by Bishop Stanley in 1847 was the beginning of a friendship with not only his family but the whole city and helped establish the Jenny Lind Children's Hospital. This is now the second oldest such institution in the country and still provides care to children from across East Anglia today. Mr.England now specialises in paediatric colorectal surgery and incontinence disorders of childhood. He is honorary secretary of the Norwich Medico-Chirurgical Society and a member of the Swedish Jenny Lind Society.

8th November - Police & Crime Commissioner - Giles Orpen-Smellie

An evening not to be missed and an opportunity for us all to find out more about the role of this important post, so please come along and learn and ask questions. This should be an interesting and informative evening.

13th December - Hattie Hearn from the Air Defence Radar Museum

Hattie will talk to us about the role played in defending this country, particularly relating to the Second World War and the Cold War. Should be a fascinating talk.



Our meeting venue has easy access for the disabled. In addition, if anybody wishes to attend and requires extra assistance, for example to get a wheelchair out of the car, just let a member of the committee know and we will make sure that whoever is on the door is briefed to look out for you and lend a hand.



Father's Day 2023 will be a tough one to beat as far as memorable Father/Daughter days-out go, as this year my Dad and I took part in the Fressingfield Oily Rag Club (FORC) 20th Tulip Run together. The Annual event leads participants across 120 miles of Norfolk and Suffolk countryside and, whilst this was my Dad's 5th year driving in the event, it was my first as his navigator.

In the run up to the event I enthusiastically pored over a previous year's Route Book to familiarise myself with the 'Tulip Diagrams' contained within. Learning how the 'Tulip' (ball) and arrow instructions are simplified diagrams of the route junctions, with the ball indicating where you come from, and the arrow indicating where you are going to. As well as the diagrams, the Route Book also provides cumulative and split mileage and key landmarks to look out for, such as signposts, post boxes and yellow sand / grit boxes etc.

27.5	2.3	1. St. Mary's Church 2. Road sign with yellow 'H' Hydrant		Turn left signposted Stowmarket
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FORC, the organisers of the event, are keen to emphasise that it is NOT a race and, as such, I wasn't feeling too much pressure. I was confident(ish) that I would be able to understand the Route Book instructions and successfully navigate us from our starting point, Harleston Magpies Hockey Club, to our lunch spot at Great Green in Cockfield (and back again) without embarrassing myself, or my Dad! However as the weekend approached doubts started to kick in...

"What if I get us hideously lost, how will we get back on track?!"

"What if, as a result of me getting us hideously lost, we have to do a 3 point turn in the road and reverse gear drops-out." (A very specific worry based on last year when my Mum, as navigator, was periodically required to get out of the car and push it backwards after the gear stick came off in my Dad's hand).

"What if, also as a result of me getting us hideously lost, we have a huge argument and future Father's Days are tainted forever!"

All worries that were easily solved with the reassurance that we'd have a road map in the car and Google Maps in my pocket.

However, one fear that overshadowed them all was, *"what if I get travel sick?"* A problem that plagued family holidays as a child and, as an adult, means I'm almost always the designated driver. As my husband enjoyed telling people in the run up to the event, "she can't even reply to a text message without needing to wind the window down or pull over!"

Nevertheless on the morning of the event I was excited to get on the road in my Dad's 1972 Mk1 Ford Mexico. Even just sitting inside the car is fascinating for me; it has been stripped out for rallying, with bucket seats, harnesses and a full roll cage. There's no end of switches for fuel pumps, fire extinguishers etc. and tiny sliding windows that are kept shut with a rubber wedge. Dad, a former amateur rally driver in his younger years, bought this car as his retirement hobby in 2010 and used to rally it but has now decided age and beauty (his and the car's!) means he'll stick to events such as these.

The event briefing was at 8.45am and, with the promise of bacon rolls, tea and coffee served beforehand, we set off at 7.30am to arrive at the Hockey Club for 8.15am. The event is incredibly well organised and when we arrived at the Hockey Club we located the check-in desk and were given our

FORC Tulip Run

professionally printed and bound Route Book. This was our first chance to see this year's route and so, with bacon rolls in hand, we both scanned through the directions to see what we could glean in advance.



After the 8.45am briefing, which gave us a few last minute hints and tips, we headed back to the car to set off. The event attracted approximately 40 cars and entrants varied widely; luxury Porsches and Lotuses, classics like a 1930s Ford Model A and an Austin Healey 3000 as well as more modern cars like a Peugeot 205 and a Nissan Qashqai. The emphasis of the event is on enjoyment; getting your car out for a gentle run in the countryside and the challenge of negotiating the route. It was great to see such a variety of cars taking part. Cars are 'released' from the car park at 1 minute intervals to avoid a convoy and, as we waited for others to trickle out of the car park, we appreciated some lovely conversations with other participants about their cars, and ours.



With my polos and travel sickness tablets tucked safely between my knees we set off at around 9.30am and completed step one...correctly turned left out of the car park! I instantly LOVED the navigator role, it was so engaging, constantly looking for the next landmark, the next turn and trying to communicate the instructions to Dad in the most useful way. The biggest piece of advice I was given, and would pass on, is don't rely on following another car in the event. Early on we took a turn that the car in

front didn't, that's when you say to yourself, "either they have gone wrong, or we have!" As it turned out the next junction we came to matched up to the next step in the Route Book so we were, happily, the ones in the right this time!

The same part of me that loved treasure hunts as a child, and enjoys escape rooms now, was totally absorbed in the task at hand. The 55 miles we covered in the morning flew by and we made it to the lunch stop by midday having only made two small errors in my navigation. Worries that I might need to make use of my travel sickness tablets were long-since forgotten, so little time is spent looking down at the Route Book compared with scouring the horizon for the next turn that I felt absolutely fine!

The lunch stop was another example of how well-organised the event was. Access to the village Cricket Pavilion and its toilets had been arranged and, in case of bad weather, we could have eaten in the Pavilion. However, the day was glorious so we found a shady spot under a tree and enjoyed our picnic and a stretch of our legs. We then went on to see a private collection of motorcycles; respecting the owners privacy, no cameras or phones were allowed.



After lunch the car was rather hot and stuffy, but it's surprising how much breeze is created by those tiny sliding windows once you're back on the road. Once again the time and the miles flew by, I made two more (slightly larger) navigation errors after lunch which did require the brief use of Google Maps, however no 3 point turns or arguing ensued! Given that we didn't have a functioning

tripmeter for the whole event, I'd say we did pretty well.

The car turned quite a few heads as we passed through some beautiful villages. Not surprising really as, with its straight cut gears, you could hear us coming. Once people caught a glimpse of us we received, and returned, plenty of waves and smiles. I felt pretty special in such a fantastic car wearing my 'co-driver head mic' to communicate with Dad. The car has been a passion of my Dad's for the last 13 years and he has spent countless hours sourcing and replacing parts, welding, problem solving and modifying it. I felt incredibly proud to sit alongside him and share that passion with him.

As we turned back into the Hockey Club at the end of the day, where more tea and coffee (and delicious homemade cake) awaited us, I couldn't believe we had covered another 63 miles since lunch. We spent some time debriefing with others about our various wrong turns before returning to the car one last time to head home.

Huge thanks to FORC for organising such an excellent event and even bigger thanks to my Dad for letting me be a part of it. I'll be back in 2024 if you'll have me! 📱

Pamela Gallacher

Membership matters



All group memberships are due on the 1st January each year, an individual reminder will not be sent. The only reminder will be in the Winter copy of "Wheels" [Associates only have to pay a group subscription on the 1st January after they pass their test].

Unfortunately, the group subscriptions have had to be increased, this was discussed at the AGM and subsequently your committee has agreed and confirmed that the new rate will be £15.

If you pay by Standing Order this will need to be changed, only you can do that. A New Standing Order Mandate form will be included in the next issue of "Wheels". We will accept a BACS transfer; details will be in the next issue of "Wheels". On the other hand why not attend a meeting and give the treasurer some cash or a cheque, enjoy an interesting speaker and have a free cup of tea/coffee and a biscuit or if it is the December meeting a mince pie.

If you have any questions about membership please contact me and that includes any change of address. If we do not receive your membership subscription by April or your magazine gets returned you will be removed from the group mailing list.

Finally, a plea, the only money the group gets is your membership fee and £36.50 from IAM RoadSmart for each new associate, I know the advanced driving course cost £175 but we only receive £36.50 of that to cover all the work we do to prepare new associates for test.

If we are to continue promoting Road Safety in Norfolk and preparing drivers/riders for the Advanced Test we need you all to renew your local group membership. It is less than 30p a week and please consider signing a Gift Aid form as that means we can claim, at no expense to you, monies from the tax man.

I thank you all in anticipation *Martin*

Martin Woodhouse
Membership Secretary
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Norfolk NR11 6JF
01263 732997
E mail martin.nnam@btinternet.com

Fen Riders

Ride Out Calendar 2023

2nd (short) and 4th (long) Sunday of month
March to October 9am start, Nov to Feb 10am start

August	27th	The Bikers Tea hut, Epping Forest
September	10th	Silver Ball Cafe, Royston
September	24th	Willingham Woods, Lincs
October	8th	Norwich Air Museum
October	22nd	Grumpys Cafe, Bungay

November	12th	Lynford Hall, Mundford
November	26th	Blue Sky Cafe, Cromer
December	10th	Bubble Car Museum, Langrick
December	17th	Beach Cafe, Wells

Group Riding Etiquette

We motorcyclists are a sociable bunch and we enjoy riding in groups. To make this as safe as possible, the NNAM bike group has an etiquette that should be applied to our group rides. This is a gentle reminder of this etiquette:

- 1) We prefer to ride in groups of not more than 6, the rideout coordinator usually puts people into the groups when we meet up. If you're not happy with the group to which you are allocated, or want to ride with a particular person, tell the coordinator and he will sort it out.
- 2) The group should ride in a staggered formation. The leader should be about where a car driver would be on the road, no 2 slightly back and where a car passenger would be, no 3 slightly back again and directly behind the leader, no 4 slightly back and behind no 2 and so on. See diagram below.



This way each rider can see past the bike in front. These positions will change on the approach to hazards (bends, junctions etc) and then go back to the default positions when safe. Keep a safe distance from the rider in front (2 secs) but not much more than that so the group doesn't spread out too much.

- 3) Do not overtake within the group, maintain your allotted position. If there's a problem, indicate left and everyone should pull over in a safe place to sort things out.
- 4) The group rides at the pace of the slowest rider. Don't let a big gap develop between you and the rider behind. Slow down and let them catch up and the riders in front of you should slow down as well. This is especially important at junctions and traffic lights where the group may become split.
- 5) Ride within your own capabilities. Don't let the group push you into anything you're not comfortable with.
- 6) Don't take extreme positions on the approach to bends. On a right hand bend don't go so close to the kerb that you risk throwing up debris onto the bike behind. On a left hand bend, especially where the view is restricted, don't get too close to the white line. At normal road speeds being in the same position on the road as a car driver or passenger should be enough.

We try to make each group ride enjoyable for everyone. A few basic rules help us achieve this. If you have any thoughts about any of this please contact Dave Cusdin, the ride out co-ordinator or Ian Cain the Observer co-ordinator.

23rd July - International Bomber Command Centre

It was a poor weather forecast and this was reflected in only 3 bikes turning up for a trip through the Lincolnshire wolds to the International Bomber Command Centre. It turned out to be one of the best trips of the year if you discount a 20 minute wait at Sutton Bridge, a very rare occasion indeed.

Any trip to Lincolnshire involves a stint on the A17 and today was no exception. They've started to resurface the roads, which appeared to be pointless as all they have achieved are two chip free ruts and a pile of gravel in the middle of the road. Ian led as he was very familiar with this neck of the woods and it was a relief to get off the A17 and head towards North Kyme. It was B roads from there all the way to the memorial. Roly's headlights decided to stop working mid journey but given the consummate auto electrician that he is he soon had them fixed. Amazing what wiggling a switch can do. What was remarkable was the lack of traffic, the roads were spookily silent and this and the lack of precipitation made for an enjoyable journey.

The International Bomber Command Centre is a World-Class facility acknowledging the efforts of Bomber Command During WWII. The project also covers the stories of those who suffered as a result of the bombing campaigns and those whose survival was guaranteed by the humanitarian operations of Bomber Command. During WWII over a million men and women served or supported Bomber Command. It's free to visit the gardens and use the cafe but cars are charged £3 to park. It was a busy venue and popular with coach tours. For those of you who used to make Airfix kits as a kid you could purchase a 1/72 scale Lancaster for £54!



After a drink we headed back through Bardney to Horncastle and along what feels like the longest straight road in the country to Boston where we stopped off at the SportsBikeShop. From there back onto the A17 and home. Traffic was heavier now but all the best bits had been very quiet. 200 miles for Roly and ne'er a drop of rain for the whole journey.



Until the next time *Dave Cusdin*

9th July - Bottisham Airfield

14 bikes and a pillion at West Lynn, 3 bikes at Whittington and one bike meeting us at the destination meant the best turn out of the year to date. Splitting in to 3 groups ably led by Ian C and Euan we headed out down the A10 onto the A134 and then B roads through Lakenheath, Mildenhall and on to Bottisham.



It was forecast for thunderstorms but we were fortunate and arrived dry. The route only had one closed road but lots of roadworks which appears to be the norm at this time of year.

Bottisham airfield is a small aviation museum close to Cambridge whose main attraction is a static P51 Mustang American fighter. Staffed by volunteers they were very happy to see 19 bikers descend upon their cafe. One of the proprietors appeared with a period jeep and offered free rides to the group. The girls were quick to take up this offer although I'm not so sure they were so keen on their return as it was a rather cramped ride. Still the staff were very friendly and made us all very welcome. If you are ever in the area it's worth a quick visit and the small museum is only a fiver to get in.



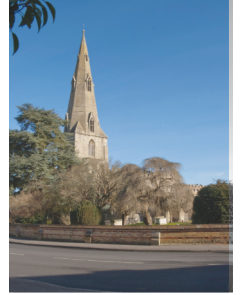
With members heading for various locations it was three different groups that departed for home, once again we enjoyed good weather and this definitely topped off what was an enjoyable and convivial day out.

Ride safe and I hope to see some of you at the next ride *Dave Cusdin*

25th June Keysoe Cafe (Fenriders go posh)

Seven of us turned up for a ride across the fens to a new destination on our calendar. The Keysoe cafe is based within an equestrian complex some 4 miles west of Kimbolton. Situated on the popular B660 this road is still relatively unadulterated with plenty of scope to make progress.

Setting off in two groups we headed down the A47 then hit the B roads through Elm and Coldham eventually picking up the A605 to Whittlesey. The road was particularly interesting from Whittlesey to Ramsey as we navigated potholes, subsidence and a roller coaster terrain. This all changed once we reached the B660, well surfaced in most places it was relatively quiet and a pleasure to ride. It's one of those roads that switches from fast flowing terrain to single track roads with some picturesque villages en route, Kimbolton



The school at Kimbolton is a very impressive, imposing structure with a rich history stretching back over 400 years, mind it's not cheap with annual boarding fees north of 28k.

By the time we arrived it was mid morning and the temp was high twenties. Fortunately the cafe has a shaded area which looks out onto

the horse gymkhana arena. It was all very posh and the coffee came in nicely decorated cups. After a convivial hour of chat and sampling a fair amount of the menu we were just about to depart when Steve C and Tina were smitten by the arrival of two miniature horses. After much fussing we eventually made our way home in the hot and humid conditions and I for one was glad to get back and bin the bike gear.

Once again a very enjoyable ride out and my thanks to Euan for leading the second group.

Until the next time ride safe

Dave Cusdin

21st June "Are you going to Scarborough Fair ?" - We did

On Wednesday 21st June, midsummer's day, 7 bikes and 1 pillion had a midweek ride to Scarborough on the North Yorkshire coast. The weather was very warm but as long as we were moving it wasn't unpleasant.

We left West Lynn at 0900 for a drag of a ride up the busy A17, and then across the Fens to Horncastle. From Horncastle we took the B1225, the Caistor High Rd, across the top of the Lincolnshire Wolds towards Caistor. We've ridden this road before and it's wonderful. It climbs, dives and has enough bends to keep anyone entertained. It's also beautifully maintained, no potholes or poor surfaces and new looking white lines all along it. I've said this before, but someone from Norfolk County Council should go and look at this road and then explain why Norfolk's roads are so poor in comparison.

At the end of this jewel of a road my mental GPS failed. Lost but on nice roads I had to lead us towards the Humber until we came across a sign for the Humber Bridge. We crossed over the bridge which is free for bikes, and stopped for a break at the bridge viewing point car park.

Here we had coffee and cake from a mental health charity portacabin put there to help reduce the high level of suicides on the bridge. They also provide rangers on the bridge walkways who can talk to people and if need be direct them to the cabin. Nice people and good refreshments.



Then it was off around the Hull ring road to Beverly and Driffeld where we should have turned onto another B road across the Yorkshire Wolds. But it was closed. So on to Bridlington and then the coast road to Scarborough.



There is a dedicated motorbike parking area on Scarborough sea front, conveniently placed next to a fish and chip kiosk. So, fish and chips by the sea, what could be better?



After a walk around the harbour we set off back, but it was school leaving time and the roads were

very busy. We managed to get split up by the may traffic lights, and although I waited at a petrol station, the rest of the group had obviously gone a different way so I was on my own for the ride home.

Once over the Humber Bridge I headed for Brigg and then Caistor to join the B1225 again for a lovely ride home.



A good turnout for a mid week ride, mostly good roads and a decent destination. It was about 145 miles each way, as much as I'd want to do in a day. Thanks to all those that turned out, and I'm sorry I lost you on the way back.

Jan Cain

11th June, Reepham



15 degrees at 0830 with a forecasted max of 29 degrees resulted in 15 bikes turning out for a short jaunt to the Reepham and Whitwell railway station. We welcomed a new member in Steve S and it was great to see Steve C back in the saddle. We split into 3 groups of five and with Mel, Euan and I taking the lead we set off. The first two roundabouts were contaminated with diesel to the extent that you could see and smell it, in wet conditions diesel is a real hazard for a 2 wheeler but even in the dry it needs to be negotiated with care.

We took the B roads through Castle Acre, then onto the B1145, through Litcham, N Elmham past Bawdeswell garden centre and onto Reepham. The heritage railway station is located on Whitwell road about a mile on from the high school. It's a popular destination due to its collection of diesel and steam engines, trucks and carriages all located adjacent to the Marriot's Way. Every Friday during the summer months the location hosts a bikers night which is well attended and attracts the owners of some very rare machines.

Martin our secretary joined us as he used to live very close to the station and as a child used to take the train to school. I'm pretty sure that Pontious was a pilot back then.



The station has a very good cafe and when Karen and Elke offered to buy the ice creams it was difficult to refuse. The ride back was a fragmented affair as some took the direct route home whilst others took advantage of the good weather and took a longer route.



It was a very pleasant morning had by all but I can't finish without congratulating Sharon and Colin on obtaining full membership to the IAM. Well done and I hope you will continue to attend our ride outs.

Until the next one Cheers *Dave Cusdin*

28th May, TTT Motorcycle Village

Glorious weather brought a glorious attendance; 12 bikes met at Pullover with another 3 to be collected on the way. We split into 3 groups and headed for a destination that we hadn't been to before - The TTT motorcycle village in Sudbury. We took the back roads as far as Bury to avoid the holiday traffic. It's that time of the year when any approach to King's Lynn is best avoided at the weekend especially on a bank holiday. From Bury it was down the A134 to Sudbury for most of us, about 60 miles covered in around 90 minutes.

The TTT is a combined dealership and cafe and like many franchises is located on an industrial estate. From the outside it looks uninspiring, but as you can see from the photos on the inside there is a wealth of nostalgia, with machinery that brought back memories of an ill spent youth.

Our arrival was timely because as we were dismounting around 20 other motorcycles arrived. With coffee and cake a priority we headed in to beat the inevitable queue.



The Tardis interior had plenty of room to accommodate everyone and surrounded by interesting, vintage motorcycles it's no wonder that this is a popular location for bikers. The ride back was more direct and I'd like to thank Ian C and Bob B for leading a group.

Fifteen bikes is a good turn out and it could have been more if some of our regulars hadn't had other commitments. Looking forward to the next trip in a couple of weeks time so keep it sunny side up.

Cheers *Dave Cusdin*

14th May, Liberator Restaurant Old Buckenham Airfield

It's the middle of May and it's cold, ten degrees to be precise. It's also overcast and foggy, but still eight stalwarts turned up, actually it was five at the beginning and seven at the end, but more of that later. We set off as a group of five and met up with Karen in Swaffham, a seventh member had strategically placed himself on the route to take some action pictures. Thank you Mel, the pictures I saw were great. That made us a group of seven. Euan was going to meet us at our destination.



From Swaffham we travelled through South Pickenham to Watton, where I noticed that we had dropped a couple of bikes. It turned out that Ian had suffered a rear tyre puncture. Fortunately Mel had a repair kit and with Ian's tyre temporarily plugged, he decided to head home. We continued down the B1111 branching left down Watton road which leads all the way to Old Buckenham.

Old Buckenham, formerly known as RAF Old Buckenham is steeped in history and during the war hosted the 453rd bombardment group which flew B24 Liberators. Hollywood actor Jimmy Stewart was the first operations officer and Walter Matthau also served there.

It's an active airfield so is always worth a visit at any time. The restaurant, previously known as Jimmy's cafe has recently had new owners who have renamed it The Liberator Restaurant. The new hosts were very warm and friendly which was in sharp contrast to the chilly ride there. They also serve up a generous bacon bap at a reasonable price.

Old Buckenham also hosts a weekly bikers meet adjacent to the Ox and Plough pub, colloquially known as Two Wheel Tuesday it is always well attended and well worth a visit.

After warming up and putting the world to rights, we took a route back encompassing Attleborough, Dereham, Gressenhall through to Litcham where members split up to make their individual way home.

You'll be pleased to know that Ian made it home safe and sound and will be investing in a puncture repair kit pronto.

Until the next one, ride safe

Dave Cusdin



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DVLA obligations and requirements in respect of medical conditions.

Following a recent article in our magazine regarding the above it has been suggested that further clarification of this very complex and comprehensive subject would be useful. Note - the information given was taken from a reputable and reliable source.

However, it is important to stress that this is such a wide-ranging matter that it is always wise to check with the DVLA.

You must tell DVLA if you have a driving licence and:

- you develop 'notifiable' medical condition or disability
- a condition or disability has got worse since you got your licence

if you are unsure whether your medical condition is notifiable use the following link <https://www.gov.uk/health-conditions-and-driving/find-condition-a-to-z>

Some examples of notifiable conditions include

- diabetes or taking insulin
- dementia
- heart conditions (including atrial fibrillation and pacemakers)
- sleep apnoea
- epilepsy
- stroke
- glaucoma
- syncope (fainting)
- amputation

you must tell DVLA if you:

- have a certain type of eye condition affecting both eyes (or one night when you only have vision in one eye)
- have been told you may not meet the visual standards for driving by a GP, optician or eye specialist

the eye conditions you must tell DVLA about are:

- blepharospasm
- diabetic retinopathy (with laser treatment)
- diplopia (double vision)
- glaucoma
- nyctalopia (night blindness)
- retinitis pigmentosa