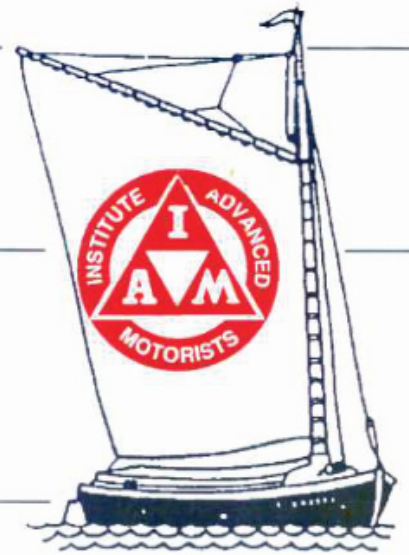


WHEELS

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

Spring 2023



TAXES ON ELECTRIC CARS

The governments recent statement confirmed there will be new taxes on electric cars. The changes will not come into effect until April 2025 but by then there could be a multitude of other changes that have taken place. It will not only apply to sales of new EV's but existing owners too.

If tax rates stay the same, in the first year of ownership EV owners will pay £10, the same as the cleanest petrol and diesel cars.

For the second year of ownership EV owners will pay the full amount, which at the moment is £165. For cars having a list price of £40,000 or more, owners will have to pay a £355 supplementary tax. This will be from year two through to year five so you will eventually be paying £520 per year.

By the government taking away the grants and increasing taxes, does this encourage you to rush out and buy an EV ?

Electric vans will be rated the same as a petrol or diesel vehicle. Tax on hybrid cars will be brought into line with petrol and diesel cars in 2025 as will hybrid vans.

If the government did not take any action on this by 2025 the treasury would lose around £1billion a year. There being much less road tax, fuel duty and VAT on fuel.


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!

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SECRETARIES DESK

Welcome to the first issue of Wheels for 2023. As we set out in a new year here's hoping that, with the help and support from all, we make this a successful year. As 2022 was not our best with the lowest number of new associates recruited that I can remember and with several of our observers deciding to retire we need to focus on spreading the word to enrol more new members. We still have vacancies on the committee and require more observers so please consider if you can help us and offer your services.

I know that many of you cannot attend the monthly social meetings and fully understand why but thank you for your continued support.

"I ask, is there anything we can do/provide for you that would make your membership more worthwhile?"

Following the AGM your Treasurer explained the financial situation and suggested ways to improve matters. One of our biggest expenses is 'Wheels' and to try and offset some of this it has been agreed that, if you wish, you can have a digital copy in place of a printed copy which would save on printing and postage costs. If you would like to receive a digital copy instead of a printed copy please send a request to the treasurer with your e-mail address and he will inform you when a new copy of Wheels is available on the website and send you a link.

Finally, if you did not receive this magazine, it could be because you moved and did not tell us or you did not pay your subscription. Either way you will not be able to read this but for those of you who can, thanks for paying your subs and do not get caught out next year.

Safe & Happy Motoring

Martin Woodhouse



John Elwin

Associate training Co-ordinator

In view of an unprecedented low number of Associates joining the group it is not surprising to see the small number of test results. It is still satisfying to be notified of the further success, so congratulations to both Associate's and Observer's. It is also particularly pleasing that most of the Associates had very few observed drives.

It seems every month we have a further Observer call time on their role within the group. On this occasion it's John Scent, who after some 6 years has felt its time to retire. John has enjoyed an outstanding record with Associates and I thank him for his efforts on the group's behalf.

It is felt within the panel of observers that the lack of Associates now joining IAM Roadsmart is the main reason that colleagues are giving up, as to the resultant inactivity.

The group's observing panel has 20 Observers listed, but, only 14 appear available to accept appointments. What of the remaining 6, they are people who are either unavailable through work or personal commitments. In any other period of the groups past times we would be struggling to cope with demands. Only 6 Associates are operating at present, that is an all-time low, allowing us to adequately manage. However, there are three group members that have displayed an interest in training as Observers.

As this is my last submission in 'Wheels' as Associate Coordinator, I take this opportunity of wishing all readers/members, Committee members best wishes and wish Lara (my successor) in her new role an enjoyable and successful tenure.

John Elwin



Hi, I'm Lara Slater your new Associate Training Co-ordinator. I will shortly be taking over from John Elwin but at the moment I'm on holiday so please contact John if need be until I return.

I will be available from 20th March

NEW FULL MEMBERS

Terry Vincent

Easton

TEST SUCCESSES



Richard Gibby (*First*)
Sophia Sladden (*First*)
David Missen

Stow Bedon
Holt
Foulsham

OBSERVERS

Kevin Smith
Graham Watson
Martin Stacey

TEST SUCCESSES



Guy Tasker

Castle Acre

OBSERVERS

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.

John Elwin



Chairmans Chat

Keith Mace

Hello and welcome to 2023.

I am sitting here writing this on January 18th, just a week after the AGM and less than three weeks into the new year. The secretary's report will tell you all about the AGM, so I am going to tell you something about 2023.

We all know what they say about statistics but, I have just been reading that in 2021 (figures for 2022 are yet to be published) 19 people were killed on Norfolk roads, so far in 2023, and in less than three weeks, that figure is 5 or a quarter of the total for 2021. The fact that three of those occurred in one crash is another statistic.

Clearly at this stage, while the incidents are still being investigated, it would be wrong to speculate on how these crashes happened, but with traffic incidents involving injuries being reported almost daily we cannot help but ask "why?"

I have written before about Norfolk County Council's decision to disband the road safety department and concentrate funds on safety cameras and road engineering. The theory was that as the KSI figure (killed or seriously injured) had plateaued, driver education was no longer working, but could it be that the figure had plateaued because driver education *did* work and we had reached a point of optimum safety? After all, is it feasible to consider total elimination of risk? I think not, people will always make mistakes.

In the final analysis, safety cameras only identify offending drivers, they don't stop them, and road engineering has its limitations. Whatever else is used to improve road safety, driver education must be a key element of it.

Drive safely and get there when you can.

KJM.

Treasurer's Report.

Ah well..... that's the AGM over and done with for another year, and the accounts for the year accepted.

I gave a presentation at the AGM pointing out that the Group had made a slight loss which was in line with many businesses, and even households, where due to inflation and rising prices, expenditure has overtaken income.

We therefore need to make a few tweaks to help mitigate this, and one of them is the Wheels magazine.

It had been suggested at several AGM meetings, why not offer the magazine digitally? You might not be aware that Wheels is already on the Group website, but you must go through a few menus to reach it.

If you would like to save the Group some money (each copy of Wheels costs £1.80 which is printing and postage) and would be prepared to receive your copy digitally, then drop me an email at treasurer@nnam.org.uk (I am also responsible for magazine distribution!) and I will add you to the list.

When each new issue comes out, I will send you a link that takes you straight to the page on the Group website without having to go through the menus.

I look forward to receiving your email. Safe motoring.

Greg.

57th A.G.M of Norfolk & Norwich Group of Advanced Motorists was held on Wednesday 11th January 2023 at The Pavilion, Oaklands Road, Cringleford



The chairman welcomed the 26 members that attended. He thanked his fellow committee members for their efforts and support throughout the past year, and also the Observers for their continued commitment to the group. All the members too deserve thanks for your continued support as your subscriptions are the bulk of the group's income. Whilst the pandemic still looms large in many areas of society, the voluntary sector is no exception. We have managed to attend six events with the MDU, an improvement on the two we did in 2021 but nowhere near what we would have liked. The committee has had to grapple with a number of issues during the year including how we can safeguard the group's future financially and how we recruit new committee members as we currently have a number of vacancies.

The secretary added his thanks to those of the Chairman and said that although the brunt of the work is carried out by the committee and our hard-working Observers it is every single member that makes this Group one of the most respected and successful ones in the IAM RoadSmart Group network.

Our financial year runs from 1st October to 30th September so the following reflects that period.

2022 has been the worst year I can remember for enrolling new members, 25 in total, 4 of which were full members and we had 24 test passes, 3 of which were for bikes

We have lost several observers for various reasons and currently only have 15 active car Observers and 3 bike Observers.

The secretary reminded the members that when they change their address they need to inform him. If your copy of Wheels is returned you will be taken off our mailing list.

If you, the members, wish to bring anything to the committee's attention send it to me and I will include it on the next committee meeting agenda.

This is your Group, Please tell the Committee of anything you think useful. Comments, constructive criticism, ideas for Speakers, visits or events to attend would be most welcome.

The Treasurer circulated copies of the accounts and said that they have been distorted by the Coronavirus situation and show a small loss, this is being addressed. The main expenditure is the "Wheels" magazine. We have changed the printer and get discounted stamps. It will now be possible for members to receive a digital copy in place of a printed copy, all of which is a cost saving. The other main outlay is the monthly social meetings but the committee thought these were very necessary as this is the one place for the members to meet and socialise.

Martin Woodhouse agreed to continue as secretary and; as there were no other nominations he was elected.

Greg Chandler agreed to continue as treasurer, there were no other nominations, he was therefore elected.

Mike Blackman and John Elwin have resigned from the committee and were both thanked for their services.

Lara Slater was elected to replace John Elwin.

Mike Blackman was replaced Kevin Smith.

The rest of the committee were willing to carry on and are as follows;

Ian Cain	Associate Scheme Coordinator [bikes]
Bob Tash	Social Events Secretary Norwich
Keith Mace	Display Unit Manager
Steven Palmer	Web Site Manager
Vernon Clarke	Magazine Editor

The Merit Plate was awarded to Roly Batcheler

The chairman closed the A.G.M. at 7.55pm

Next A.G.M 10th January 2024

Following the AGM there was a break for a light buffet before the meeting reconvened for a presentation from the treasurer. He asked for comments on an increase in annual subscription from January 2024. He said that we were in the position of offering a choice of a digital copy of Wheels instead of a printed copy if any member so wishes as it would help the group finances.

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!

8th March 2023 - Chairman of the Norfolk Gliding Club

This speaker has been booked thanks to a suggestion from one of our members for which I am always grateful.

Full details of the talk are still awaited so watch this space or keep an eye on our website for more information.

So if you have ever had ambitions to enjoy the freedom of the skies without an engine to spoil it – come along and find out more.

12th April 2023 - Charlotte Paton - History of the Romany People

Charlotte provided us with a very entertaining talk last year about 'The King of the Norfolk Poachers' so this is a welcome return for what I am sure will be more entertaining and factual information about this minority ethnic group that have contributed to British society for centuries.

An intriguing look into their origin, which may hold a few surprises.

10th May 2023 - Matt Williams - Subterranean Norwich

Again I have to thank another Member of our group for tipping me off about this speaker.

Matt is actually a National Standard Cycle Instructor and he may well provide us with a talk in the future about life on two wheels (without an engine) instead of four.

However for this talk, again one of many that Matt can provide, he will be delving into the underground history of the capital city of Norwich.

This is about a city's past, present and future, viewed from ground level downwards. How the subterranean conditions profoundly influence the shape and texture of Norwich today, thanks to its geology and topography that have been remoulded by more than a thousand years of human activity.

14th June 2023 - Brian Butcher - Anne Boleyn; Saint or Sinner

Brian is the National Trust's Volunteer Programme Manager for Blickling Estate and has agreed to come along and present a talk about Anne Boleyn who, of course, was born at Blickling Hall.

Nearly 500 years after her death, the second wife to King Henry VIII and mother to Queen Elizabeth I of England, continues to draw strong passion from people – even on many occasions leading to arguments! People are often divided into two camps: "Anne the Saint" or Anne the Sinner".

Was she a cold-hearted, husband-stealer, who, from the moment she arrived at the English court, had her eyes firmly set on the crown, stopping at nothing to get it or was she an innocent victim, manipulated by her overly ambitious father, Thomas Boleyn?



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.

From the A47 :

Take the A11 towards Norwich. Just before the flyover take the slip road signposted Cringleford. At the 'T' junction turn right over the flyover. Turn left at the next 'T' junction and follow the road round a slight right then slight left. Take the first right - acute (Intwood Road), in about 280yds turn left (Oakfields Road) down to the end and turn left to The Pavilion.

From Norwich :

From the Ring road take the Newmarket road out of Norwich. Take the slip road down to Eaton. Over the traffic lights, follow the old Newmarket Road over an old narrow bridge (From Bluebell Road turn right at the lights). Take the first left (Intwood Road), in about 280yds turn left (Oakfields Road) and down to the end. Turn left to The Pavilion.



Bob Tash - Speaker Secretary
07415 589110
bobtash5@gmail.com

Having recently returned from a six-week (and ten flights) antipodean holiday to Australia and New Zealand and missing our AGM I am just catching up with IAM matters. I am also adjusting to the dramatic change in climate from 30c on Bondi Beach to 3c in North Norfolk!

I have Speakers booked through to June this year so will now start to fill in the rest of this year's calendar. So watch this space for more updates.

I could still do with more assistance in the kitchen with teas and biscuits on Speaker evenings, so if anyone can offer help in this way please let me know, as it would be most appreciated.

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

Check the website for any changes and further updates for upcoming Speakers



Kevin Smith
Observer Training Co-ordinator

Those of you who attended the AGM in January will know that I'm now the Observer Training Co-ordinator (cars), taking over from Mike Blackman who has unfortunately had to relinquish the post because of work commitments. I'd like to thank Mike for his dedicated contribution to the role and his continued loyal and invaluable support to the Group.

As the new incumbent I'm open to any suggestions and ideas from our team of Observers as to what they'd like from me. From my perspective, I believe we have a very talented team with a wealth of knowledge and experience, and we all benefit when this is shared amongst our team.

I know we've all experienced a reduction in the number of Associates joining our Group over the past couple of years thanks to COVID restrictions and we've also had a slight reduction in the number of Observers who remain active, but I'm optimistic that we will soon be back to business as usual.

We have some Group members who have expressed an interest in training to become an Observer and I would encourage any existing members reading this to consider taking the next step to put themselves forward for what I hope they'll find is a rewarding experience. More information about becoming an Observer can be found on the IAM RoadSmart website here: <https://www.iamroadsmart.com/become-an-observer>

I look forward to meeting everyone soon.

Kevin

Gear Changing

The mastering of the 'Speed, Gear and Steer' stages of the system of car control rev-matching (or repeated gear changing) certainly the most perplexing of Advanced Driving techniques, as it is against the norm. It involves the use of the accelerator pedal at the end of the speed/braking stage.

Sustained gear changing or rev-matching is the term we use for a technique of gear changing which, by careful use of the accelerator pedal in synchronous combination with the clutch pedal and gear lever, provides a subtly smooth transition between gear changes.

It is achieved by maintaining (enduring) the engine revs with the accelerator pedal whilst selecting the most suitable gear for your speed. It can further be defined as matching the speed of the engine to the speed of the anticipated gear and is used when changing either up or down with single as well as block changes.

It is without doubt, the most difficult of all Advanced Driving techniques to master and achieve success. You will need to; **Practice, Practice and Practice**. Never give up on mastering this technique because of all the physical techniques of Advanced Driving this is probably the Rolls Royce.

The situation of maintaining your current speed but change to a lower gear usually arises at a junction where you turn off a major road into a minor road. It might also happen as you are approaching a higher speed limit and you anticipate a firm acceleration or as you approach a series of bends where your speed is correct but your gear is too high for precise acceleration control.

Changing Down

A lot of drivers, whilst changing down find that their foot goes on the brake pedal and consequently they begin to lose speed.

This is due to the fact that they have always related 'changing down with 'losing speed'. In Advanced Driving this practice doesn't work because your foot must remain on the accelerator pedal so that you can raise the engine speed (revs) whilst at the same time selecting the most fitting lower gear for that speed.

How is it done

(Requires going on to the accelerator)

1. Firstly, achieve your intended lower road speed either by using accelerator sense or braking.
2. Now, with the foot over the accelerator, instantaneously depress the clutch pedal to uncouple the gearbox whilst you apply enough pressure on the accelerator pedal to match the engine revs in readiness for the new gear. Exactness here is a matter of practice and judgement.
3. Select the new lower gear, noting the 'speed and gear' rule before releasing the clutch pedal smoothly to re-engage the gearbox.

If you've got it right the gear change should be subtly smooth; and all this should happen within the span of a second! Say speed and gear or one and two.

Changing Up one

Note also that when you are changing up you may find that your foot comes off the accelerator pedal completely and instinctively followed by the familiar lurch or jerks you re-engage the clutch with the new gear and the engine crankshaft catches up with the road speed.

In the above situation abandoning the accelerator is wrong because the key is smoothness when changing up, finding the limbo position with the accelerator pedal and then matching the speed of the engine (revs) to the speed of the anticipated gear. The term limbo here, to describe neither accelerating nor decelerating; some may define it as 'cruising'.

The limbo stage is achieved by briefly easing back the accelerator at the end of acceleration (before you uncouple the clutch) just enough to maintain the speed but without slowing down.

Adopting rev-matched gear changing will provide the following benefits:

1. Prevent clutch slippage.
2. Prevent nose dive when changing down.
3. Prevent the vehicle from lurching and jolting when changing up.
4. Achieve higher vehicle stability by planned vehicle weight transfer.
5. Provide smoother and more comfortable gear changes than are possible even with some automatic gearboxes.
6. Ensure the engine, gearbox, clutch, clutch cable (if not hydraulic) brake pads, brake discs, drive shaft CV joints and tyres will last longer.

How it's done (requires only partially backing off the accelerator)

1. At the peak of acceleration stage - back off the accelerator momentarily just enough to maintain the speed - but without slowing down (this is the 'limbo stage, also known as cruising). Do not release the accelerator pedal completely - a common error.
2. De-clutch whilst simultaneously selecting the new higher gear, observing the speed and the gear rule (see below) so that when you re-engage the clutch the engine speed and the gear are the same.
3. Now either accelerate to a higher speed and gear or maintain your current speed.

As with changing down, if you have got it right - and count ... 'speed and gear' with the gear lever the gear change should be subtly smooth.

The 'speed and gear' rule refers to the timings between the gear changes. Say 'speed and gear' as your hand first holds the gear lever and moves the current gear to the neutral position - 'gear' takes you from neutral to the anticipated gear.

Using the phrase 'speed and gear' mainly fits into the system of car control rather appropriately.



Credit: lam-bristol.org.uk

Automatic Test :

It's become more popular to learn to pass an automatic only test. The past twelve months has seen an 11 percent year-on-year jump in the number of drivers qualifying with an automatic licence.

NEWS

and Other Bits

Synthetic Fuel :

It's possible that synthetic fuel could keep combustion engine cars on the road for a considerably longer time than first envisaged. It's supposed to be less polluting, and could be a way out for those of us that cannot afford extortionately priced electric cars.

Synthetic fuel has been manufactured to replace petrol in combustion engines. Apparently it looks like and smells similar to petrol. It's designed to be what is called a 'drop in' fuel, meaning it can be used in place of petrol without any engine modifications. Drivers shouldn't notice any difference either (we've all heard that before).

As part of the oil refining process we end up with petrol and diesel which, when burnt emit carbon.

Synthetic fuel is manufactured by an industrial process, it also emits carbon when it's burnt. It's considered to be carbon neutral because the carbon that's given off is what was removed from the atmosphere during its creation.

The fuel must be created using carbon free energy to be considered as zero in carbon output.

There's been confirmation that Formula One will run on synthetic fuel by 2026. The fuel will be the same for F1 as for your petrol vehicle.

Biomass is the starting point for synthetic fuels. Made from plant based material, mainly agricultural waste that's used to generate Ethanol, even domestic waste or algae can be used. The water and the oxygen must be removed from whatever the raw waste material is that's being processed. This leaves Hydrogen which is processed with carbon and catalysed into hydrocarbon, which is basically what petrol is. Synthetic fuel should be available for petrol or diesel vehicles; effectively consuming CO2 at the same time.

The carbon itself can be recycled from industrial processes or captured from the air using filters.



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Contact Martin Woodhouse for more details
Call 01263 732997
E-Mail: secretary@nnam.org.uk

Image for display purposes only

Battery Performance :

The performance of EV batteries can drop 10 - 15 percent, maybe more in cold conditions.

If you own an EV, tell us how your car coped through the wintery conditions. Information that may be useful and helpful to others.

**DEADLINE FOR THE NEXT
EDITION OF "WHEELS" IS
5th May 2023**

Vernon Clarke (Editor)

Fen Riders

Ride Out Calendar 2023

2nd (short) and 4th (long) Sunday of month

March to October 9am start, Nov to Feb 10am start

Month	Date	Destination
January	8th	Eric's Cafe, Thornham
January	22nd	Habis Cafe, Littleport
February	12th	Walkers Cafe, Barton Mills
February	26th	Muddy Boots Cafe, Blickling
March	12th	Krazy Horse, Bury St. Edmunds
March	26th	Route 11, Attleborough
April	9th	Alby Crafts Cafe, Erpingham
April	23rd	Foxton Locks, Market Harborough
May	14th	Jimmys Cafe, Old Buckenham
May	28th	Stow Maries Aerodrome, Maldon
June	11th	Whitwell and Reepham
June	25th	Alpine Restaurant, Melton
July	9th	Bottisham Airfield, Cambs
July	23rd	International Bomber Command Centre, Lincoln
August	13th	TTT Motorcycle Village, Sudbury
August	27th	Squires Cafe, Sherburn in Elmet
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	Beech Cafe, Wells

22nd January: Habis Cafe Littleport

For safety's sake this event was cancelled due to the weather conditions

8th January: Deepdale Cafe

Ten bikes turned out for the first ride out of 2023. The original destination was to be to Eric's Cafe at Thornham but this was revised when we found out that they didn't open until noon. We considered Thornham Deli but as it is a very popular destination we weren't sure if they would be able to accommodate ten bikers and their gear. So we decided to progress a little further down the coast to Deepdale Cafe.

Leaving the Pullover roundabout we made our way in 2 groups of 5 to Gayton going past King's Lynn's own insurance specialists for a change of scenery. Then it was on to Hillington crossing the A148 to the Birchams, through Docking to Ringstead and onto the coast road to our destination. It was a bright day but the roads were greasy and treacherous in places where heavy machinery had left their mark.



The cafe was a good choice as they were very accommodating, allowing us to push several tables together so that we could sit as a group. As is standard practice tea and coffee were imbibed and the toasted tea cakes were very popular. Being so close to home for the majority, Roly has a bit of a trek, we made our way back in much smaller groups.



A very encouraging start to the new year let's hope the weather is as kind for the next trip.
Keep it sunny side up.

Cheers

Dave Cusdin

27th December: Lynford Arboretum

Six riders turned up for the last ride out of the year. I had decided to cancel the previous ride out due to the inclement riding conditions (- 5 degrees and freezing fog was too much of an unnecessary challenge). This trip was originally scheduled to Brown's Cafe but like a lot of hostleries they were closed for the holidays.

On recommendation from some of the members we detoured to Lynford Arboretum which was very close to our original destination. It was a short ride and we stuck to the main roads as they were salted but greasy. It was a straightforward route - A47 through to Swaffham then A1065 all the way to Mundford where our destination was located.

Lynford is a very popular place for dog walkers having several routes with picturesque scenery. There is a small outside cafe that sells coffee, tea and savouries so Elke and Steve were happy bunnies.



Speaking for myself after 3 weeks off the bike it was an absolute pleasure to get out again. There is a lot said and written about the mental health benefits of motorcycling, all I will say is that it works for me. The ride back was via the A134 and A10 where we encountered holiday traffic just outside the Hardwick roundabout. About a 60 mile round trip and perfect for this time of year.

The Fen Riders have had some great ride outs this year and all incident free. I put this down to the high standard of riding and discipline that is shown by all members. The camaraderie has been second to none with a strong core of riders attending most weeks.

I hope we can continue in a similar vein next year but before I sign off I would like to particularly thank Ian C, Mel, Elke, Steve C, Roly and Paul S for their support with leading, route planning and generally being good eggs.

Here's wishing you all a happy and healthy New Year

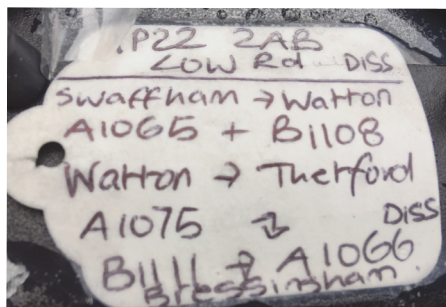
Dave Cusdin

27th November

Bressingham

Garden Centre

A good turnout for a damp morning ride to Bressingham Garden Centre to visit their cafe. Seven bikes met at West Lynn and we picked up another in Swaffham on the way. Because of the rain the previous night we tried to stick to main roads to avoid all the slippery stuff that gets washed onto minor roads, although the road across from Watton to Garboldisham (B1111) had its fair share of mud, gravel, and puddles.



Most reliable navigation system



The garden centre was busy, and to get to the cafe we had to endure a trek through all sorts of Christmas themed merchandise. 'Tis the season to be jolly' etc.



Can't fault the cafe though, good pot of tea and lovely scone made me very happy and everyone else looked equally happy as we sat and chatted.



We rode back on main roads via Thetford and Swaffham and as we got close to King's Lynn we rode through the only heavy rain of the trip.. Thanks to all for turning out on what wasn't the best of days, but as usual we all enjoyed it.

Jan Cain

13th November

Wells Beach Cafe

Eight bikes turned up on an unseasonably warm morning for our short trip to Wells. The later start of 10am had allowed the worst of the mist to dissipate, although the roads were still damp and slippery.

Splitting into 2 groups of 4 we took an extended route to Wells via the B1145, A1065 to Fakenham and then B1105 through to Wells. The Beach cafe is always busy but they are accommodating for bikers and have now put down a hardstanding where once before we would have had to park on the grass.



We arrived just in time to observe the 2 minutes silence.

Although we didn't cover a great distance the roads were still challenging with potholes, farm detritus and piles of gravel strategically placed mid corner to keep us alert. After coffee and a long chat we split up and went our separate ways.

The ride outs have been consistently well attended this year and I would like to thank all of those who regularly attend and help to make it such a social occasion.

Lets hope the weather stays favourable.

Dave Cusdin

Membership matters



Thank you to all those full members who have sent in their £12.00 annual subscription and many thanks for the good wishes you have sent us.

If you are still an Associate waiting to take your test you do NOT have to pay us.

A further reminder to all Full Members that subs were due as at 1st January 2023. If you pay by cheque (or cash) and have not yet done so make action your watchword and do it now!

There is a payment invoice at the foot of this article to help you.

To those of you who pay by standing order please check your Bank Statements to make sure that a payment of £12 has been made on or about 1st January 2023 and if not then send me a cheque.

Your subs mean a lot and will help us continue providing Monthly Meetings, the newsletter, running the Associate Scheme and spreading the Advanced Driving and Road Safety messages. So please renew for 2023, it is less then 25p per week, remember we are a registered charity and no one in this Norfolk & Norwich Group gets paid.

Please remember this could be your last edition of "Wheels" if you have not paid and this will upset our Editor.

If you are unsure of your membership status please call me and I will explain all to you.

Martin Woodhouse

01263 732997



Norfolk & Norwich Advanced Motoring Group Full Membership Renewal 2023

Name..... IAM Member No.....

Address.....

..... Post Code.....

Phone E-mail

Payment; Cheque..... Cash..... (please tick) Amount enclosed £12.00

Make all cheques payable to; **Norfolk and Norwich Group of Advanced Motorists**

Return to : _Martin Woodhouse 18 Soame Close, Aylsham, Norfolk, NR11 6JF. ☎ 01263 732997

If you wish to pay by BACS please give your name as reference

Please pay Nat West Bank

Sorting Code 60 24 52 Account number 15065464

for the credit of:- **NORFOLK & NORWICH GROUP OF ADVANCED MOTORISTS**

the sum of:- £12 [twelve pounds]

Standing Order Mandate

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for the credit of:- NORFOLK & NORWICH GROUP OF ADVANCED MOTORISTS
the sum of:- £12 [twelve pounds]
commencing:- 1st January 2024 and thereafter ANNUALLY

Please quote group membership number for reference..... and debit my/our account accordingly.

NAME of ACCOUNT TO BE DEBITED.....

ACCOUNT NUMBER.....SORT CODE.....

Signature(s).....Date.....

.....Date.....

Gift Aid declaration — for past, present & future donations

Norfolk & Norwich Group of Advanced Motorists
Registered Charity No 1051282

Group Membership no. _____

Gift Aid No. _____

Please treat as Gift Aid donations all qualifying gifts of money made from the date of this declaration and in the past four years. I confirm I have paid or will pay an amount of Income Tax and/or Capital Gains Tax for each tax year (6 April to 5 April) that is at least equal to the amount of tax that all the charities (including churches) and Community Amateur Sports Clubs that I donate to will reclaim on my gifts for that tax year. I understand that other taxes such as VAT and Council Tax do not qualify. I understand the charity will reclaim 25p of tax on every £1 that I give.

Donor's details

Full Name: _____

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NOTES

1. Please notify the charity if you:

- Want to cancel this declaration
- Change your name or home address

• No longer pay sufficient tax on your income and/or capital gains. Gift Aid is linked to basic rate tax. Basic rate tax is currently 20%, which currently allows charities to reclaim 25 pence on the pound.

2. Higher rate taxpayers can claim back the difference between basic rate and higher rate or additional rate tax. If you pay Income Tax at the higher or additional rate and want to receive the additional tax relief due to you, you must include all your Gift Aid donations on your Self Assessment tax return or ask HM Revenue and Customs to adjust your tax code.

Please return Gift Aid Form to Membership Secretary 18 Soame Close, Aylsham, Norfolk, NR11 6JF

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