

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

**Winter 2023**

**NORFOLK & NORWICH GROUP OF ADVANCED MOTORISTS  
58th ANNUAL GENERAL MEETING**

will be held at **The Pavilion, Oakfields Road, Cringleford NR4 6XE.**  
on **Wednesday 10<sup>th</sup> January 2024** starting at **7.30pm prompt.** Buffet provided on the night.  
Proposed **AGENDA**

- 1. Apologies for Absence**
- 2. Minutes of 2023 AGM**
- 3. Matters Arising**
- 4. Chairman's Report** Keith Mace
- 5. Secretary's Report** Martin Woodhouse
- 6. Treasurer's Report & Adoption of Accounts** Greg Chandler
- 7. Election of Officers;**
  - Election of Secretary,
  - Election of Treasurer,

The following Committee Members are willing to stand for 2023

Martin Woodhouse	Membership Secretary
Keith Mace	Display Unit Manager
Vacant	Display Unit Admin
Lara Slater	Associate Scheme Coordinator[cars]
Kevin Smith	Observer Training Coordinator
Bob Tash	Social Events Secretary
Vernon Clarke	Magazine Editor
Ian Cain	Associate Scheme Coordinator[bikes]
Dave Cusdin	Ride-out Co-ordinator

- 8. Presentation of Awards**
- 9. Induction of Chairman**
- 10. Close of Meeting**

Any nominations for the Committee and any items that you wish to have included on the agenda as printed above, must be notified to the Group Secretary by Wednesday 20<sup>th</sup> December 2023

Committee Nominations must be in writing,  
and be signed by the *Proposer, Seconder* and *Candidate*.

**Martin H Woodhouse** (Secretary)  
18 Soame Close, Aylsham, NR11 6JF


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[www.nnam.org.uk](http://www.nnam.org.uk) 

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

On the front of this magazine is the official notification of the Group AGM.

If you have any items for the agenda, please to me by the 20<sup>th</sup> December.

We will, as usual, have an Open Forum after the AGM to give you all a chance to put forward your thoughts and ideas and help shape this Norfolk & Norwich Group *[after all it is **your** Group]* for the coming year.

The Group Financial year ended on 30th September and provisional accounts show some cause for concern. As discussed at the Open Forum following the last AGM and subsequently approved by the committee the group membership fee has had to be increased as of 1<sup>st</sup> January 2024 to £15. The membership fee was last increased in January 2014.

Just to remind you all we get NO funding from IAM RoadSmart all our money comes from your annual subscriptions and the £36.50 we get for each new Associate when they sign for the Advanced Driving course.

Membership Retention is therefore very important. Less than 20% of Associates renew as Group Full Members after they pass the test, and most of those will have lapsed within 2 years.

**Therefore if you pay by Standing Order please amend it to £15 payable on 1<sup>st</sup> January 2024.**

Finally, this may be the very last Secretary's Desk from me as we have a member that is very interested in taking on the Secretary's Role.

We also have a bike member who is keen to look after the bike associates and allocate them to observers as Lara does for the car members.

Also, we need a new Chairman as our by-laws state that the Chairman can only remain in post for three consecutive years. The chairman is elected by the retiring committee and with possibly two new members on the committee next year this could be interesting.

Finally :-

Here is a little Christmas message: - Take care, and make sure that your presents end up where you intended! This is a good time for the more nefarious members of our society. When you have bought those goodies lock them in the car boot never leave them in sight.

Its only November but allow me to be the first to: -



***Wish you all a very Happy Christmas & A Prosperous New Year***

Together with Safe & Happy Motoring

*Martin Woodhouse*





# *Lara Slater*

## **Associate Training Coordinator**

In our previous edition of Wheels, I talked about how we are looking at ways to encourage new, and in particular, younger members, so in this edition I am thrilled to report that our two youngest members have both recently achieved Firsts in their Advanced Motorist test.

Alec Chambers and Oliver Simpson, both 19, took their tests in September, within a few days of each other.

Alec, from West Norfolk, has been driving for 2 1/2 years and was observed by Paul Chittock (IAM Master Observer). Paul said of Alec "to get a First at his first attempt at the advanced test is very commendable and a very worthy reflection on Alec's high standard of driving"



Oliver, from Norwich, has only been driving for 2 years and was observed by Ian Slater (National Observer). Ian said of Oliver "already a good driver, Oliver just needed a few pointers to get him up to standard. I was confident that he'd pass the test, but to get a First is an exceptional achievement, especially being so relatively inexperienced".

I'm sure you will agree this is a wonderful achievement, well done Alec and Oliver, and thank you Paul and Ian for your continued contribution to NNAM and IAM.



If you know someone who might benefit from an advanced motorist course, there is a variety of gift options available on the IAMs website that would make great Christmas or Birthday gifts. Don't forget that free tasters are also available for those who may be thinking about it but haven't yet taken the plunge.



Alec Chambers



Oliver Simpson



# NEW



# ASSOCIATES

Mr. Victor Lu  
Mr. Geoff Dunk  
Mr. Paul Mills  
Miss Ramune Skemundryte

Norwich  
Attleborough  
Freethorpe  
Thetford

## NEW FULL MEMBER

Steve Panrucker

Fakenham

### TEST SUCCESSES



### OBSERVERS

Alec Chalmers  
Oliver Simpson

Bircham Newton  
Hellesdon

Paul Chittock  
Ian Slater

### TEST SUCCESSES



### OBSERVERS

Luke Basrnett

Watlington

Paul Southwell



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

Don't forget to let your Observer know and your appropriate Associate Coordinator know the result immediately after your test.

I'm sure it would be appreciated by your Observer if those associates that pass their qualification could put a few words together to thank their Observer.

Maybe a few words about your times out with your Observer, the good times and the bad (if any) and the general process or how your test went .



# My Evening at Gridserve

Chris Liles

To set the scene, my daily driver is a BMW X5 with 4.8 litre V8 petrol engine and my 'toy' is a Triumph Stag 3.0 litre petrol V8. Sue is more sensible with a 2.0 litre petrol Toyota RAV4. So, we are not exactly 'Green' motorists!

However, despite being in my seventies, I am reasonably tech-savvy and fully open-minded to learning about a more modern way of driving. Gridserve greeted us politely and hospitably before their professional presentation but surprised me by asking if I was also interested in having a test drive in an EV (Electric Vehicle). Well ... do bears empty their bowels in the woods?! Of course I was! Knowing nothing about EVs, I chose a Tesla Model Y for my drive, being the main model name I recognised.

Throughout the interesting and enlightening Gridserve tour and presentation, the child in me was going "Come on, let's get to the car!" Before long I was being escorted to the Tesla by Pav, a highly knowledgeable member of Gridserve's team. After a brief introduction to the controls, he was prepared to set me loose on the roads for 30 minutes - alone! However, my years of IAM/driving experience told me that as a total 'EV virgin', I did not feel sufficiently confident to venture out into the dark on unfamiliar roads in what had already been described as a 'quite quirky EV'. Pav totally took my view on board and disappeared briefly to get confirmation that he could 'hand-hold' me through the test drive.

Soon I was creeping slowly off the Gridserve forecourt, cautiously negotiating roundabouts but rapidly gaining confidence already. Pav was pointing out various Tesla features which I would never have found on a tentative solo drive and soon I was enjoying a steady drive along the NDR (I won't use the multi-syllabic name 'Broadland Northway!'). Soon, on approaching a further roundabout, Pav suggested I could be a little more vigorous on the exit. With a clear double carriageway ahead I firmly squeezed the loud pedal ... WOW! 'Blistering' is the best description for the acceleration. My X5 is no slouch at 0-60mph in 6 seconds but this was faster still - I later found around 3.5 to 4.8 seconds for this Tesla depending on model. The 70mph limit came up very rapidly several times on the quiet roads (9pm) and the car clung on like it was on the proverbial rails. A gentle detour around Salhouse showed me how manageable this beast was at slow speeds too. A final quick spurt along the NDR brought us back to Gridserve.

Parked and relaxing, Pav showed me some of the quirks he had mentioned. Tesla seem to be a tech company which makes cars, rather than a car company making tech vehicles. The mass of icons on the Tesla's 15 inch touch screen (approaching the size of my desktop) were enticing me and Pav satisfied my curiosity. Never before have I sat in a car looking at a roaring log fire with heat on my legs, nor with pink balloons floating around the screen. Especially, I have never been in a car that farts to command - honestly! Do I need all those features? No. However, children/grandchildren (or your inner child) would be kept occupied for hours by the Tesla's 'infotainment system'.

In summary, how did I feel having been deflowered as an EV virgin? Well, I was immensely impressed by the Tesla ... so next time I repeat our recent 1,000+ mile trip to/around Devon, instead of the X5, will it be in an EV? Probably not. Instead of burbling topless around Norfolk lanes in my Triumph Stag will I swish silently in an EV? No. However, instead of her ageing RAV4, will Sue be gliding around Norwich in an EV? Quite possibly. That is an outcome I never expected until our visit to Gridserve. I remain unconvinced about EVs being used for long trips (nor as a 'toy') in the near future but for local daily use, with home charging, my mind has become far more open.

Through this article can I thank those in N&N IAM for organising this visit. Also the Gridserve team, Chris, Amanda and the others but especially Pav whose knowledge and enthusiasm lit a fire in me & created memories which I am still enjoying.



Chris Liles.



# Chairmans Chat

Keith Mace

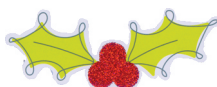
They do say time flies when you are having fun, well, I am not so sure about the fun, but the last three years seem to have disappeared in a cloud of dust, or was it spray? Whatever, the point here is that this is my last Chairman's Chat. For those of you not familiar with the "Group Rules" (yes, there is an official rule book) the chairman must stand down and be replaced every three years. The committee will be appointing the new chairman and they will take over at the AGM in January, so if you want to know who your next chairman is going to be, do come to the AGM, everyone is welcome.

Looking back over those three years what do we see? The gradual recovery from a worldwide pandemic and the launching of two new wars! So, what might any of that have to do with NNAM? well the price of fuel for a start. But beyond that there is the knock-on effect on the general cost of living, which in turn deters people spending money on advanced driving, which in turn reduces our income and, in yet another turn, forces us to put up subscriptions at a time when everything else costs more too. It is the epitome of a vicious circle and there is no way out of it, but hopefully you will all see the value in spending £15 per year to help the group continue promoting road safety here in Norfolk.

What the future holds is anybody's guess, of course, but at some point, be it 2030 or 2035 or some other date yet to be announced, we will, perhaps, have to stop using fossil fuelled vehicles. The only question is, "what will replace them?" Electric is still in pole position, but as the technology improves it may, or may not, be batteries as we know them today. There might be an even better battery out there somewhere, or hydrogen may suddenly come to the fore, but then again, research into a "new" fuel to power existing engines without the harmful emissions could actually be successful. The one thing we do know for sure is that an awful lot of money has been invested in electric vehicle technology and the danger is that anything better could be deliberately suppressed to safeguard that investment. In any case oil is not dead yet, it has many uses that cannot easily be substituted and fuels, such as petrol, are a waste product that have to be got rid of somehow.

Watch this space, and meanwhile, watch that road, drive safely and get there when you can.

*MERRY CHRISTMAS*



KJM



The last two Speaker events have been well attended, in particular the visit to GRIDSERVE where over forty members turned out, some we had not seen for years. They were provided with an excellent evening, firstly with a tour of the site and facilities, then with coffee and refreshments supplied by GRIDSERVE. This was followed by a comprehensive presentation from company staff which led to a lively Q & A session with lots of views being aired on this very topical subject of electric vehicles. As a bonus some members who had prebooked were able to try out some of the latest EV's during the evening.



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

I know that GRIDSERVE were very pleased with the turnout and are keen to put on another event for us later next year.

GRIDSERVE has also sent over their 'write up' of the evening: -

*GRIDSERVE was delighted to invite the NORFOLK and NORWICH GROUP OF ADVANCED MOTORISTS over to the Norwich Electric Forecourt for their September meeting.*

*The Norwich Electric Forecourt opened in April 2021 and we were keen to welcome the NNAM over to experience the charging location, along with introducing the Norwich team and other GRIDSERVE experts.*

*GRIDSERVE hosted an evening event with presentations, myth busting, Q&A's, guided tours, real time charging demos and test drives to attendees in a range of different electric vehicles. This was a very useful experience for members who had never driven an electric vehicle before.*

*The staff were also keen to showcase to all members how the Electric Forecourt is so much more than an EV charging destination. It features inspiring areas to work, rest, socialise and shop, with some of your favourite brands including M&S food, Costa and WH Smith and of course a Post Office. NNAM members are now aware they can enjoy our forecourts without being an EV driver.*

*There are also office pods that are rentable by the hour, plus a dedicated electric vehicle showroom- just without any pushy sales people.*

*We thoroughly look forward to offering the NNAM this meeting location again in the near future and encouraging more people to experience an EV.*

***What a pleasurable evening with a very enthusiastic group of members.***

*Our forecourt has test drives available 7 days a week whether you are an expert or completely new to EV's, our electric car experts will be able to show you how the car works, how to charge and some of its best features before you drive.*

**[www.gridserve.com/electric-leasing/test-drives](http://www.gridserve.com/electric-leasing/test-drives)**

I would like to thank everyone who came along as good turnouts are always very encouraging and makes my role more rewarding.

In a complete change of tack, we had a very informative talk by Consultant Paediatric Surgeon Dr Richard English about the history of The Jenny Lind children's Hospital in Norwich.

Less of a turnout for this one but not surprisingly as the weather was atrocious.

Nevertheless, the talk was very professional and full of interesting information about the history and evolution of this well-known facility.

I will soon start booking Speakers for next year and hope to have more site visits where possible. Many thanks to members who have contacted me with ideas and suggestions for these.

Look forward to seeing more of you. Many thanks. **Bob**



# 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!

## 13<sup>th</sup> 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.*

## 10<sup>th</sup> January 2024 - AGM

*Starts at 7.30 prompt. Details on front*

*No talk this month but a buffet will be provided on the night*

No further bookings confirmed at the time of going to press.  
Please keep an eye on the website for up and coming talks  
via [www.nnam.org.uk](http://www.nnam.org.uk) > Group > Speaker events.



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 (Oaklands 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.







# Kevin Smith

## Observer Training Co-ordinator

### BGOL

At first sight the abbreviation may look like some sort of multi-buy offer you find in the supermarket, but this is not unfortunately a buy one get one free offer, rather it stands for brake/gear overlap. Those of you who remember the old IAM forum will be all too familiar with the many threads dedicated to debating, often at length, the merits and detriments of changing gear while simultaneously braking.

Very early editions of Roadcraft would not entertain the idea of overlapping braking and changing gear. My 1968 edition states. *"With the exception of the combined use of the accelerator, clutch and gear lever during the operation of gear changing, it will be seen that a systematic driver may use different controls in quick succession but need never use two at any one time."*

Jump forward to today and the current edition of Roadcraft describes *'situations where brake/gear overlap would be appropriate'*. Examples given are making a low-speed left or right turn when there's a vehicle close behind and the driver may think that you're stopping and may attempt to overtake you on the junction, or when an approaching driver, intending to turn into the same junction as you, thinks you're slowing to let them go first. The other example is when going downhill, and coming off the brake to change gear could result in you gaining speed. In these circumstances Roadcraft suggests it may be necessary to stay on the brakes throughout the manoeuvre, so that includes while steering into the junction.

The IAM have gone a little further than even the current edition of Roadcraft and will allow overlapping for low-speed turns into junctions, even when there may not be any other vehicles in the vicinity. Their reason for allowing this is that if Roadcraft suggests overlapping is safe when other drivers may misinterpret the manoeuvre then it must also be safe when no other drivers are present. But before everyone recoils in horror at a perceived lowering of standards have a read of the following transcript from one of Chris Gilbert's excellent DVDs on advanced driving.

*I'm going to be turning left into a side road, but before we get there I just want to explain about the brake-gear change overlap. Now, in police driving there is a natural separation between brakes and gears, brakes are to slow, gears are to go, certainly on approach to bends and so on where you would have a natural separation, certainly when we are approaching a closing gap there is a natural separation, but turning into a minor road from a major road I always invariably overlap the brakes and gears. The whole operation is much smoother. If you have the mind-set to say I'm going to brake as though I'll be braking as if I was driving an automatic so that you can stop [braking] just before turning in, because the gear change is taken under cover of the last stage of braking. And so it is a very, very smooth approach.*

*Lightly braking now as though I was driving an automatic, now hand on the gear lever, clutch down, into second gear, clutch up, off the brake, and round we go. No rush, total control. All these theories about rushing into a side road in the wrong gear and out of control is a complete fallacy. The overlap is perfectly safe provided you plan to do it and you execute it properly.*

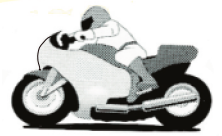
I've long adopted a similar approach, although I tend to select second gear during braking but don't lift my left foot off the clutch until my right foot is off the brake and back on the accelerator so that I can match engine to road speed. In my experience, a smoother and slightly quicker gear change can usually be accomplished this way and I think it's a little more mechanically sympathetic on the clutch as it's not dragging on the flywheel. I've used this technique on several Masters and RoSPA tests without any issues.

Having considered when it's appropriate to overlap braking and gear changing, it's important to remember that full separation should still be used at higher speeds, such as when approaching bends. Associates may initially find it difficult to achieve separation in time, and may still be braking and changing gear as they begin to turn into a corner. This reduces the car's stability in the bend and can feel a little uncomfortable for any passengers. I think this is often caused by the desire to maintain a good level of progress, which then leads to the associate not allowing enough time to complete the braking and gear changing. A possible remedy for this is to reduce speed earlier and to imagine a point on the road, before the start of the bend, when all braking and gear changing needs to be completed. This usually leads to the associate feeling that they've slowed too much, but the benefits of getting this right are soon appreciated and the car feels much more stable in the corner. Once this has been achieved, the timing can be gradually improved. I would encourage observers to persevere with associates in trying to get this right as it's probably one of the most common faults I see, but one of the most satisfying achievements when executed well.

**Kevin**



# Membership matters



## **Please note this is the only notice of your Group Membership renewal.**

### **We do NOT send out individual reminders**

To **ALL FULL MEMBERS** - it is that time of the year again, to remind you that ALL group FULL membership fees are due on January 1st each year, current fee is £15.

To try and avoid some confusion on membership fees, the following only applies to **FULL MEMBERS**.

**1. NATIONAL MEMBERSHIP** - Payable to IAM RoadSmart, a reminder should be sent to you, but this does not always happen so please check your National membership.

**2. GROUP MEMBERSHIP** - £15 payable to us on the 1st January, no reminder sent.

If you have any questions on membership please speak to **ME**

I will be at the AGM in January so if you do not pay by standing order I will be pleased to speak to you then.

## **If you pay by Standing Order [SO] please check that it is for the correct amount of £15**

Although Group costs are being constantly reviewed in an effort to keep the membership fee down unfortunately the group annual subscription has had to be increased, it was last increased in 2014. Please, if you pay by Standing Order amend it to the new amount of £15.

Those of you with **Online Banking** can amend your Standing Order easily by logging on to your bank or through your banking App.

You can also pay by **Bank Transfer**.

The Sort Code is **60-24-52**. Account number **15065464**. Please put your surname followed by your membership number as a reference.

We need your membership if we are to continue promoting Road Safety in Norfolk, so please renew for 2024, it is less than 30p per week. Remember we are a registered charity and no one in this Norfolk & Norwich Group gets paid. We get no central funding apart from £36.50 for each new associate so it is your membership fee that enables us to continue our work in promoting Road Safety in Norfolk.

### **PLEASE tell ME your new address when you move**

IAM RoadSmart Head Office does not know if you are a member of this Group so only informing them of a change to your personal details does not reach us. I can change your address on the IAM RoadSmart main records so notify me and I will tell them. If you are NOT a fully paid member of the National IAM RoadSmart you cannot be an Observer or committee member

I haven't moved so all correspondence please to:-

*Martin*

Martin Woodhouse

18 Soame Close, Aylsham, Norfolk, NR11 6JF

E mail martin.nnam@btinternet.com

☎ 01263 732997

# Fen Riders

## Ride Out Calendar 2024

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

Month	Date	Destination
January	14	Shepherds Baa Lynford Hall Mundford
January	28	Bressingham Garden Centre
February	11	Walkers cafe Barton Mills
February	25	The Parlour Binham Priory
March	10	Aylsham Garden Centre
March	24	Route 11 Cafe
April	14	Langham Dome
April	28	Café 24 Stonham Barns
May	12	The Liberator Rest Old Buckingham
May	26	Harwich Old Quay
June	9	Burnham Windmill
June	23	Willingham Woods Lincs
July	14	Reepham and Whitwell
July	28	Southwold
August	11	Wymondham Windmill Melton Mowbray
August	25	Amici Coffee Café Sandy Bedfordshire
Sept	8	TTT Motorcycle Village Sudbury
Sept	22	Parrishes café Thaxted
Oct	13	Kingfisher Café Walcott
Oct	27	Iron Horse Market Deeping
Nov	10	The Good, the Bad and the Hungry Diss
Nov	24	Krazy Horse Bury St Edmunds
Dec	8	Norfolk Motorcycle museum
Dec	22	Beach Café Wells

## 22<sup>nd</sup> October Broken Egg, Harleston

The foibles of the British weather meant that I had no idea how many bikes would turn up for our planned trip to Grumpy's café near Bungay. Torrential rain had caused widespread disruption throughout most of the British Isles and my wingman Mel had warned me that our destination may not be open due to its close proximity to the river Waveney. A quick check on Facebook (other social media sites are available) confirmed that the café was indeed closed. So, when eight bikes turned up, I informed them of our change of destination to the Broken Egg Café.

We split into 2 groups of 3 and 5 as we had another 2 bikes to collect at Swaffham making a grand total of 10 participants. The weather was kind, the precipitation had stopped and the temperature was around 8 degrees and rising. I had made a conscious decision to avoid as many minor roads as possible due to the detritus deposited by the previous inclement weather. We took the A47 to Swaffham then onto Watton via Bodney, from there it was through Attleborough, Old Buckenham, the Pulhams and on to Harleston. It was a challenging journey, the sun was low, severely limiting visibility especially when trying to read the road conditions. As expected, the rain had washed a lot of debris into the road so great care was needed when negotiating any blind bend. Perfect conditions then for honing smooth, progressive riding skills.



We all arrived at the Broken Egg without incident. The café is located on a farm just outside Harleston and prides itself on the quality of its locally sourced produce. It was quite busy and I don't know whether the staff were stressed but their jobsworth attitude didn't particularly endear them to me, however the food and drink was good.

The ride home was much more pleasurable as the sun was higher in the sky and we were heading away from it. I'd like to thank all the hardy souls who turned up, especially Paul S and Mel for leading their respective groups. Don't forget that the next ride out will start at the later time of 10am.

Cheers for now *Dave Cusdin*

## 8<sup>th</sup> October Norfolk Tank Museum

It's early October, the sun is shining and it's predicted that the temperature will reach 21 degrees so it's no surprise when 12 riders turn up for our trip to Fornsett St Peter. Where's that I hear you ask? Well it's in the sticks two miles from Long Stratton and although a couple of our members had heard of the Norfolk Tank Museum no one had actually been there before. There are numerous ways to navigate there so splitting into three groups of four we set off via Castle Acre, Swaffham, Watton, Attleborough and then onto some very minor roads to our destination.



The Norfolk Tank Museum houses a collection of military

vehicles, weapons and militaria mainly from the 20<sup>th</sup> Century and the Cold War Period. The collection of tanks and armoured cars is maintained in a working condition or is awaiting restoration. Also, on display is Deborah II, the replica Mk IV Tank as seen on Channel 4's documentary 'Guy Martin's WWI Tank'. Other exhibits include artillery, uniforms and an extensive collection of British small arms. It costs £9 to view the indoor exhibits but the café can be accessed free of charge.



The usual culprits indulged in bacon baps and cheese toasts but surprisingly

this time no cake. After a very pleasant hour or so catching up the group split up and made their way back. My thanks to Dave P and Euan LS for 'volunteering' to lead a group and to everyone that attended, one can only hope that the weather is as kind for the next trip.

Until then, ride safe *Dave Cusdin*

## 24<sup>th</sup> September Willingham Woods,

### Lincs

This weeks ride out report starts with a brief nautical theme, 8 hardy souls gathered at West Lynn McD's for the trip into the Linc's Wolds, there would have been 9 except that in good old Royal Navy tradition, an ex matelot went home cos it was a bit damp and breezy, wouldn't have happened in Nelson's day.



Anyway it was an uneventful trip up the A17, slight detour around Boston due to Hubbert's Bridge being closed. David P did try to find an alternate river crossing but was unsuccessful. We all finally gathered at the garden centre at Horncastle where beverages and various cakes and pastries were consumed. Having finished our refreshments the exit from the garden centre would put Ikea to shame, the route out was much more torturous.



We then took the B roads through the Bardney bends to Market Rasen and then onto Willingham Woods tea stop. The roads were damp and greasy and to add to the excitement the local farmers had obligingly added extra mud and general farmyard detritus to many a bend. Thankfully we all arrived unscathed.

After tea and general chat we headed off to do the full length of the Caistor High road, via Binbrook village, the former home of 3 squadrons of English Electric Lightnings for you non-aircraft folk.



The gods were smiling on us as the weather played ball and 99% of the trip back to Horncastle was superb and traffic free.

Final comfort break was taken at the SportsBikeShop, followed by the usual trudge back along the A17.

Regards **Mel**



## 10th September Silver Ball Cafe

Can it ever be too hot to enjoy a bike ride? Well it certainly felt that way on this trip. Seven riders turned out for the journey to the Silver Ball Cafe and it was 20 plus degrees at 0900. The cafe is located just South of Royston on the A10 and no matter how long you study the map there is no exciting way to get there. We had a planned stop at the Twenty Pence Garden Centre at Wilburton. As Ian C knew the way he offered to lead and he took us through the Fens, although picturesque and light on traffic, some of the road subsidence is positively dangerous and needs to be navigated with great care. We arrived at Twenty Pence and the heat had really ramped up. After a refreshing beverage six riders decided to head back as the riding had become very uncomfortable and some were constrained by time.



I decided to carry on as the destination was only another 35 miles and I had never been there before. Flying solo I took the direct route there (and back due to the oppressive heat) For what it's worth the Silver Ball is a popular bikers haunt that reminded me of a poor man's Ace cafe. It's cheap and cheerful and as long as you like your food fried you'll be well catered for.



Usually a dry ride is welcomed but today was just too hot and given that we are now technically in Autumn it would seem that every ride could be a climatic lottery, the only certainty being when the sun goes down.

Until the next time, ride safe

*Dave Cusdin*

## 27th August, Swaffham Classic Car Show

Bank holiday ride outs are always problematic due to family commitments, the additional congestion on the roads and venues often leading to lengthy queues. We were scheduled to visit a cafe in Epping Forest but given the huge amount of activity that was taking place both locally and nationally the decision was made to do a local run avoiding the coast to finish up at the Swaffham classic car show where fellow NNAM members were manning the display unit.



Mel planned a 75 mile route with a comfort stop at the Parlour cafe adjacent to Binham Priory. Nine riders turned out at the Crown pub in Gayton so we split into two, with Dave P volunteering to lead the second group. Heading out towards Grimston we turned right to Massingham. This stretch of road is very picturesque and was a great start to what turned out to be a dry run all the way to Swaffham. Our stop for the compulsory coffee and cake was at the Parlour cafe, housed in a converted 17th century and Grade II listed barn. It contains a considerable amount of stone from the ruins of Binham priory and can seat 50 people comfortably both inside and outside. If the weather's on your side it's a nice place to sit out to enjoy your meal.

We arrived at Swaffham around noon to join Keith, Pam, Ian C and Roly with a guest appearance from Soji. The show was compact with a good turn out of classic cars and vintage Japanese motorcycles. The compere was earning his keep trying to cajole people to join in the various games that were on offer. However, we hadn't been there long when the heavens opened and we were all glad of the shelter provided by the display unit. After about an hour of continuous very heavy rain the attendance had thinned considerably and as it didn't look like abating we set off back. I had foolishly listened to the fine weather forecast in the morning so was suitably soaked when I got home. I don't think I was alone.

Keep it sunny side up *Dave Cusdin*

## 13th August, Stow Maries Aerodrome

Eight riders turned up on an overcast but dry Sunday morning for a full days ride to the Stow Maries Great War Aerodrome near Maldon in Essex. We picked up another three riders en route making eleven in total. Mel had kindly put together a gpx route for the trip which simplified the directions for the 2 groups led by myself and Steve C. We headed out on the back roads towards Bury then had a comfort break at Tarka's cafe at Baythorne Hall in Halstead. Three members decided to head back leaving the remaining eight to carry on through Braintree and Maldon to our destination.

Stow Maries is the largest known surviving group of RFC buildings on a WWI aerodrome which was not adapted for further military use later in its history. Originally opened in 1916 as home to B Flight of No 37(HD) Squadron, Royal Flying Corps, the aerodrome saw the birth of the Air Defence of Great Britain in response to the first raids by Zeppelins and Gotha bombers on London and the South East. It played a key role in the first London Blitz the following year. It was at Stow Maries that No 37 Squadron transitioned from the Royal Flying Corps to the Royal Air Force on 1 April 1918. It continued in its dedicated role until May 1919, when the RAF closed its doors forever.



The volunteers running the site made us very welcome and there was an atmospheric cafe with a varied menu. After a good nosh we spent about an hour exploring the site and small museum before making our way homewards. It is worth noting that the site do hold a 'wings and wheels' flying event at least once a year but it is prebook only.

We called in at the TTT motorcycle village at Sudbury to break up the journey back and on arrival home most members would have exceeded 200 miles.

As usual the company was convivial and it was great to welcome new members to the group. Lets hope the weather remains fine for the next trip

Take care and stay safe Cheers

*Dave Cusdin*

The mobile display Unit (MDU) has been put back in its winter quarters again, hopefully to re-emerge next year. It attended six events this season, it would have been seven but one was rained off before it started.

## DISPLAY UNIT

We have not yet been able to find enough events to do the ten or so that used to be regular before the pandemic, but there are a few more scheduled for next season so let's wait and see what comes up.

It would be useful to have somebody to do the admin for the unit, I am happy to haul it around and set it up, but finding venues, liaising with promoters, booking the events and organising helpers all takes time and I am juggling enough things already, so if anyone out there thinks this is something they might like to do, give me a call and I will fill you in with the details.

KJM

Some MPs are proposing the Police should scrap the speed tolerances. Which means you could be fined for being 1mph over the limit (31mph).

## NEWS and Other Bits

At the moment the majority of Police Forces will only prosecute drivers found travelling 10 percent over the speed limit plus 2mph.

There could be serious consequences if a paranoid driver is just staring at his speedometer and not concentrating on what's happening ahead.



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