

# WHEELS

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



**Autumn 2024**

On Wednesday 19th June, almost midsummer's day, 4 of us motorcyclists had a midweek ride to Scarborough on the North Yorkshire coast. The weather had taken a turn for the better, so mild and dry. Perfect biking weather.

We left our usual meeting place at MacDonald's on the Pullover Roundabout at 0900 and headed off up the A17. There was a lot of traffic on the A17 as usual, and the group got split as we made progress through the traffic. Two of us went one way across the Fens near Boston, the other two went a different way. Both pairs had to cross Langrick Bridge, so we all met up in a car park just over the bridge. From there it was through Horncastle and onto the road known locally as the Caister High Road. I've raved about this road before. It climbs and dives across the Lincolnshire Wolds and is beautifully surfaced. A real rider/driver's road. This took us to Brigg and then it was dual carriageway to the Humber Bridge. I'm not good with heights, and being able to see over the edge of the bridge concerned me a bit.



Over the bridge, free for bikes, and we stopped in the viewing area car park for drinks and cake from the charity portacabin located there. Best bit was that they only had the last of

the home baked cake there and thought they might have to throw it away as they were near to closing, so we got it for free. As we all know there are no calories in free cake.

The road around Hull towards Beverly, is in the process of being duelled so lots of road works and temporary traffic lights. Once clear of those we had a clear run to Driffield and then over the edge of the North York Moors on another lovely B road which took us



## Rideout to Scarborough



virtually to Scarborough. There is free bike parking at the end of the Promenade which was very busy, being such a nice day. I wondered why all these people weren't at work on a Wednesday. Perhaps like me they are retired. Obligatory Fish & Chips, a walk around the harbour, then time to go home.



We came back the same way because, Hull ring road aside, it's a good route. I'm sure we all got onto the bridge at the same time, but when we got to Brigg we had lost Elke and Paul Southwell again! We waited a while in a layby, but decided they were grown up enough to find their own way home and left them to it. Bob Walker and I stopped in Horncastle on the way back for a drink and then made our way home.

A good day, about 300 miles round trip. Thanks to Elke, Paul, and Bob for their company, and Lincolnshire County Council for their roads.

*Jan Cain*

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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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## NEWS

And other bits

### Available at the Post Office :

Driving licences are still available from the Post Office. The DVLA announced that this service will continue for at least three years. Thats if you have a Post Office !

### Off Roading :

Torfaen, Blaenau Gwent and Caephilly Councils have received funding for two Police Officers to tackle illegal off roading.

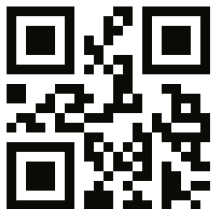
### E- Scooter Bans

Malta has become the first EU country to totally ban all rental scooters. Private E-Scooters can still be used. Paris has already completely banned rental scooters from the city.

Reasons are, a nuisance to pedestrians, obstructing walkways and often irresponsibly parked.

### Buttons

By 2026 all new five star rated cars must have buttons for certain tasks so you do not have to use the touch screen (whats wrong with proper switches ? Ed).



Scan the **QR** code to navigate directly to the NNAM website

If you have any interesting articles or information you would like published in 'Wheels' please forward your letter or Email to the editor ([editor@nnam.org.uk](mailto:editor@nnam.org.uk)).

Please include permission to publish if this is your intention.

**DEADLINE FOR THE NEXT  
EDITION OF "WHEELS" IS  
1<sup>st</sup> November 2024**

*Vernon Clarke* (Editor)



# Secretary's Desk

## Welcome!

By now our summer may have rolled on a little and at time of writing, our 2024 Summer Olympics held in Paris is in full swing! Go Team GB!

The secretarial engine room here is in good shape taking a little pressure off Martin Woodhouse who now mainly handles membership matters, rather than all "minuta scriptura"! Backstage our steadfast committee and group of volunteers/observers do a tremendous job, including our editor Vernon Clarke on the magazine front, delivering a punch for all to read.

I was curious to learn why we call a road a road. I learnt that a road derived from the Old English word *rád*, "to ride". The Middle English rode or rade "a mounted journey", which is now used to indicate all vehicular ways!

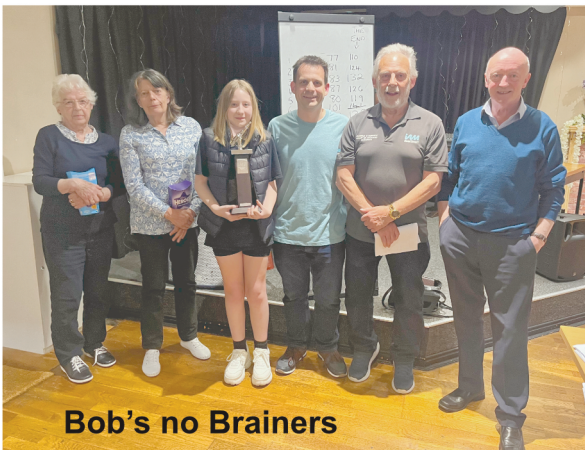
One of my most recent 4-day ladies bike trip took us through the North York Moors and what a spectacular vista, valleys & fabulous roads to enjoy, twists and drops, just breathtaking. On our way up we stopped via the Lincolnshire Aviation Heritage Centre, finally basing ourselves at The Moors Inn, Appleton-le-Moors and I'll certainly be back for more fish and chips in Whitby!

Gary Zoller @ Bimble on the Bike Tours was our super guide and host; well planned and tailored. Lots to see and explore with comfortable stops. This is a local supportive two-wheel touring company. Word has it he's planning another semi-private bike trip to Normandy next year. Will I be tempted?

website: [bimbleonthebike.co.uk](http://bimbleonthebike.co.uk).

Anyway, I'm off to Cadwell Park circuit for some road rider training done on track in a few weeks, no doubt a long fulfilling day bringing excitement and skill so now off to find suitable zipped attire!

If you have a particular journey you'd like to share by car, bike, motorhome, carriage or perhaps you already have some 2025 events in store, do write in!



## ★ QUIZ NIGHT

Our recent NNAM Members Quiz Night from June this year was enjoyable, low numbers to start but managed to secure some more people at the venue. The winning prize was a trophy, now engraved, won by Bobs team, "Bob's no brainers" then a joint second by Ian Cain "The three C's" and Kevin's team "Institute of Advanced Moaners"!



The quiz rounds curated by our quiz master Graham Eley were interesting and well formatted, not too tricky but enough to keep you on your toes to include a Joker and audio round.



Elke





# *Lara Slater*

## **Associate Training Coordinator**

We have had a busy couple of months with new associates and taster sessions. Some of our observers are now working with 3 or 4 associates at once and unfortunately we are losing another observer in September. I would once again like to ask if there are any existing members who are interested in becoming an observer.

You will receive full training but you must be a current member. Please do contact me in the first instance if you are interested.

Last month we offered all existing members a Refresher Session with our observers; unfortunately the uptake was very disappointing, with only 3 of our members showing any interest. Those members have now been offered a Check Drive with an individual observer.

It may be some time since you passed your Roadsmart test, in which case it is worth thinking about whether your skills might need brushing up. Not only have vehicles moved on in the past few years, so has the Highway Code. IAM Roadsmart doesn't stop when you pass your test, and there are options to continue your journey with a Masters too. All the information is on the IAM Roadsmart website or you can contact any of the committee for further information. Remember, as a member you can request a Check Drive with an observer at any time.

As a group we need your support to continue our work in Norfolk. This might be by becoming an observer, or it might be that you are interested in joining the committee. Or maybe you could offer your services as a speaker at one of our meetings? Your topic doesn't necessarily have to be motoring-based, just interesting!

Finally, don't forget that as well as Wheels, we are constantly updating our website and Facebook/Instagram pages with all the latest group information.

I hope you enjoy the rest of the summer (at time of writing it has been somewhat wet!)

**PS :** My position as Associate Co-ordinator will be vacant at the next AGM, so if you are interested in supporting us in a small admin role please contact me for a chat about what's involved.

**Lara**

## NEW ASSOCIATES



Mr. Roger Munting	Brooke
Mrs. Pamela Pearson	Norwich
Mr. John Ware	Smallburgh
Mr. Stuart Moore	Blofield
Miss Neha Wahiwal	Norwich
Mr. Steve Gilbert	Dersingham

## NEW ASSOCIATES



Mr. John Salway	Stoke Ferry
Ms. Joanne Jutsum	Heacham
Ms. Jessica Smith	Sedgford
Mr. Alastair Bland	Kings Lynn

## TEST SUCCESSES



## OBSERVERS

Richard Kelham  
Gary Hudgell  
Victor Lu  
Michael Storeton-West

Holt  
Swanton Morley  
Norwich  
Bradwell

Graham Watson  
Martin Stacey  
Ian Slater  
Ian Slater

## TEST SUCCESSES



## OBSERVERS

Andrew Barnett  
John Salway

Watlington  
Stoke Ferry

Paul Southwell  
Ian Cain

## NEW FULL MEMBER

Mr. Marc Back

Heacham

Warmest congratulations to all the above Associates and their Observers on successfully reaching the high standards of The Institute of Advanced Motorists.

All New Associates and New Members are welcome to come along to our Group Meetings, we have some interesting talks lined up.

**Associate Coordinators: Bikes: Paul Southwell: Cars: Lara Slater**

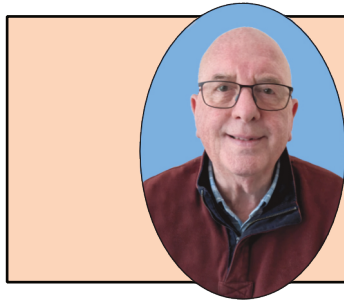


Don't forget to let your Observer and your appropriate Associate Coordinator know the result immediately after your test.

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.





# Chairmans Chat

Ian Cain

It's about halfway through my first year as Chairman now, so a recap of what's been happening.

A number of different events have been organised based on what was asked for at the AGM.

The Group Secretary, Social Events Secretary, and the Treasurer put a lot of effort into organising a quiz night at Toftwood Social Club in Dereham. This location was chosen because it's fairly central in the county. Only a small number of teams from NNAM attended, and apart from one team of a motorcycle member and his family, all the teams were organised by Committee members. Some members of the social club also entered teams, so we made a profit, but the turnout from NNAM was disappointing.

We offered the opportunity to have your driving assessed at a Skills Refresher Day. Only three members expressed an interest in attending, so the event was cancelled and these three members will be offered individual assessments instead.

A visit to the Stephen Cato Restorations at Tottenhill near King's Lynn has been arranged for Saturday August 3rd. As I write, the interest in this has also been disappointing.

In the last edition of Wheels, the Social Events Secretary proposed a visit to the RAF Air Defence Museum at Neatishead, but he needs some ideas of numbers to make it viable. Again, he has had no interest.

In the last edition of Wheels, the Social Events Secretary proposed a visit to the RAF Air Defence Museum at Neatishead, but he needs some ideas of numbers to make it viable. Again, he has had no interest.

Quite a lot of effort goes into organising these events but clearly they're not the sort of thing that you, the Members, want. So please let me, or any member of the Committee, know what sort of events you would like. Or is everyone happy with things as they are, a speaker one a month?

Finally, the Car Associate Scheme Co-ordinator, Social Events Secretary, and Ride Out co-ordinator will all resign from their roles this year. It's vital to the running of the Group that these positions are filled. We also need someone to help with the administration of the MDU.

**Any offers?**

Way back in the late 1980s, my friends and I were frequent attendees at motorcycle rallies. Most of these were held between spring and autumn but there was one semi-mythical rally in the depths of winter and the wilds of North Wales - The Dragon Rally. Running since 1962, the timing of this bare-bones rally was deliberately set to coincide with the most challenging weather conditions. Somebody found the address of the Conwy Motorcycle Club, we sent off an application (and a cheque!) and after a few weeks tickets arrived.

The morning of departure dawned bright and clear and cold but it wasn't long before the clouds rolled in and the rain started; it didn't stop again for the entire trip. Being young and poor, with youthful optimism and naivety triumphing over common sense, we were somewhat minimalist in our equipment - leathers, ex-army sleeping bags and new-fangled dome tents; notably no waterproofs. It wasn't long before we were soaked and frozen. We camped, anaesthetised ourselves with alcohol and in my case endured a broken tent due to the wind.

The following morning we extracted ourselves from the mud and headed home, stopping at every Little Chef to warm up and attempt to dry gloves on the hand-dryers. Eventually we gave up and checked-in to a Travelodge, completing the journey home the next day in slightly less inclement weather. A challenging experience, but all the better for telling the story.



Fast-forward thirty-five years (how is that possible ) and following the sad loss of some of our friends from the previous trip in recent years. Three of us decided that we needed to Carpe our remaining Diums while we still can and so we should (drumroll)... go back to The Dragon.

Tickets were ordered (over the internet from the clubs website) and fancy modern gear assembled. We set off in pouring rain, dry and warm in our Goretex laminate suits and technical base layers. The previous day a snow storm worthy of a Met-Office Amber Warning had covered everything in the area with the white stuff, but the rain had mostly washed that away with only the last vestiges remaining in the Peak District.



We arrived in Colwyn Bay in the early evening, spent the night in a Travelodge



In the morning we headed to the rendezvous at the



# Snowdonia - Dragon Rally

Conwy Motorcycle Club headquarters (below).



The actual location of the Dragon Rally changes each year and is a secret until the day. We checked in at the club headquarters where you are given directions to the site of the rally, which in this instance was The Faenol Estate near Bangor.

The weather now was bright, sunny and unseasonably warm, although the rally site itself was largely waterlogged.



High ground for camping was limited and we were happy to have arrived early in the day. Once camped we sat and watched people arrive up the hard path, think 'I can ride over that grass' and promptly get stuck in the mud within a meter or two of the path. After pulling a few out we were stripped down to T-shirts, in Wales, in February. Bike rallies are generally friendly places and the camaraderie in adversity' of the Dragon reinforces that.



At one end of the campsite was a barn, where we were welcomed with a cup of soup (Stilton and broccoli for me, very nice too) and collected our pack with badge, sticker, chocolate bar and whiskey miniature





Contd...

(traded with someone for more chocolate in my case).

Wales were playing England in the Six Nations at the time, and there was a screen and projector set up showing the match.

The laptop battery ran out two minutes before the end.

Food was provided by mobile caterers - burgers, pizza etc., all of decent quality and the bar had a good selection of local beer and cider, many of which ran out as the night progressed.

There were two bands playing in the evening, the first playing covers the like of 'Common People' by Pulp. Undeterred by the unsuitability of the music, a group of German riders were soon shirtless and moshing, cries of 'Ace of Spades' ringing out between songs.

The second band obliged, playing a much heavier set with Covers of AC/DC, Metalica and Motorhead - including "Ace of Spades" - twice. The Germans were satisfied.

The clear sky and remoteness of the site gave a fantastic view of the stars, but also meant a rather cold night. We were comfortable in our hi-tech sleeping bags and thermal underwear.



Up early in the morning, we packed up, extricated bikes from mud (I'd left mine on the hard standing at the top of the site) and headed out to find breakfast - settling on the cafe at the J&S bike accessory shop in Oakmere as they would obviously be bike-friendly and we were somewhat muddy.

The whole trip was great - the riding was fun and the chance to see old friends and celebrate those no longer with us gave some real meaning to it too.

As the song goes, "Enjoy yourself, it's later than you think". 📱

Dave Robins



T - shirts, February, North Wales.



Bob Tash - Speaker Secretary  
07415589110 [norwichevents@nnam.org.uk](mailto:norwichevents@nnam.org.uk)

Summer is here at last and I have set out below the remaining Speakers for the rest of this year up until the AGM in January.

Hopefully these will provide you with some entertaining and interesting talks and thanks again to colleagues who have given me suggestions or contacts to follow up.

As you may recall I shall be relinquishing this post at the AGM as its time for someone else to take over and come in with new ideas.

I have very much enjoyed my years doing this job and will possibly have some other role with the Group so I can carry on meeting up with everybody on a regular basis in the future.

# 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!

(Also please keep an eye on our website for any changes and further updates for upcoming Speakers)

## 11<sup>th</sup> September - Mark Woods - Ambulance Control Centre

*The East of England Ambulance Service is made up of over 5000 members of staff and 1,200 volunteers.*

*There are three ambulance operation centres located in Bedford, Chelmsford and Norwich.*

*Their fleet is made up of 485 frontline vehicles, 72 rapid response vehicles, 178 non-emergency ambulances and 53 hazardous area response team major incidents and resilience vehicles.*

## 9<sup>th</sup> October - Visit to Gridserve - on Broadway North

*Following the success and popularity of the first visit last year, we have been invited back for a second time.*

*Topics will be expanded from last time and updates provided on all Battery Electric vehicle related matters, infrastructure and again there will be an opportunity to book short drives in some of the available vehicles.*

*The Q&A session, which proved very lively last time, will be repeated.*

*Refreshments provided as before.*

*If you missed it last time don't this time and if you enjoyed it last time please come along again.*

## 13th November - Andy Hughes - Supervisor; work of the Norfolk & Suffolk Serious Collision Investigation Unit

*The Serious Collision Investigation Unit (SCIU) was set up to investigate serious and fatal collisions to the highest possible standard. The SCIU attends collisions when a life has been lost or a victim has been left with life-threatening injuries.*

*Losing a loved one in a collision is incredibly difficult to come to terms with. It is often completely unexpected, and nothing can prepare family members for the knock on the door.*

*A core part of the SCIU's role is to piece together what happened in those final moments to provide some much-needed answers for the family.*

*Fatal collisions are dealt with in the same way as any other crime. The scene must be preserved and guarded to preserve evidence and allow officers to build a full picture of what happened in the moments leading up to the collision.*

*Road closures can cause temporary disruption, but it is vitally important that the scene – which is the scene of a potential unlawful killing – is not disturbed.*

*There has been a recent TV programme about the work of a SCIU in Wales which some of you might have seen. I certainly watched it and found it fascinating how these units investigate serious collisions. So, this is one not to miss and find out how they go about their work providing this valuable service.*

## 11<sup>th</sup> December - Sandy Gourlay - Norfolk Blood bikers

*Norfolk Blood Bikes primary purpose is to transport urgent or emergency blood & blood products between hospitals and other designated sites as part of the Alliance's Blood Transfusion Service. Norfolk Blood Bikes is registered with the UK Charity Commission. Formed in 2011, to fulfil the need of an 'out of hours' transport service for blood, samples and any other items that require urgent transportation.*

*Some of you may recall a previous presentation by the Blood Bikers back in Sept 2019. That was five years ago so I thought it was time for an update. Thanks to our Chairman for this contact which should turn out to be a fascinating evening of the work carried out by this valuable group.*

## Next AGM 8<sup>th</sup> January 2025

### 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 (From Bluebell Road turn right at the lights). Over the bridge, take the first left (Intwood Road), in about 280yds turn left (Oakfields Road) and down to the end. Turn left to the Pavilion car park .

### 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 right (Intwood Road), in about 280yds turn left (Oaklands Road), down to the end and turn left to the Pavilion car park.





## **Kevin Smith**

### **Observer Training Co-ordinator**

First of all, apologies for my last article in the Summer edition. There appears to have been an issue with the formatting, at least with the online version (I don't get a printed copy as it saves our Group a lot of money not to have to send physical copies) and the last paragraph of the article was missing, which is probably because I have a tendency to ramble on far too much.

Something that came up in a recent driving session I was observing was steering, in particular, at what position the hands should be on the wheel. The ten-to-two position is what you'll see illustrated in the *Advanced Driver handbook* and in *Roadcraft*, but is this the best position? I hold the wheel in the quarter-to-three position which is recommended by John Lyon in his book, *Advanced Driving, How to Further Skill and Enjoyment in Motoring*. According to John Lyon, it's the most effective position from which to react if an emergency occurs. I find it more relaxing to have my hands in a lower position and, when driving along most A and B-class roads, gentle bends (which is most of them) can be negotiated without having to move my hands around the wheel. I can make a 45-degree rotation of the wheel perfectly comfortably and still have some movement in reserve. With hands at ten-to-two a 45-degree rotation has one hand at the twelve-o'clock position leaving nothing in reserve, so to avoid this the driver has to constantly shuffle their hands on the wheel even for gentle bends, which begins to look a little untidy.

Another confession, I also wrap my thumbs through the wheel, contrary to the advice in *Roadcraft* which says, "*Don't wrap your thumbs round the wheel. If your vehicle hits a kerb, the steering wheel may spin sharply and injure your wrapped around thumbs.*" I think it goes without saying that we shouldn't really be hitting kerbs, and certainly not at a speed that would cause the wheel to spin sharply!

Next time you drive, consider how you hold the wheel and often you move your hands to make minor adjustments to steering and see if you can minimise unnecessary movements, creating a smoother, more relaxed, drive.

Finally, I'd like to repeat the Observer meet-up we had earlier in the year. Those who came along seemed to enjoy it. The proposed date is Sunday 15<sup>th</sup> September. Last time we met in the car park at Longwater Retail Park (there's up to 5 hours free parking) but if anyone has a better location please feel free to suggest it. Also, we're keen to encourage new Observers so anyone interested in becoming an Observer is very welcome. It would be great to have an idea of how many Observers (and potential Observers) would like to meet up on 15<sup>th</sup> September so drop me an email if you think you'll be able to come along.

**Kevin**

*Ramble ! Never. Apologies to Kevin for his missing paragraph (Ed)*

# Membership matters



I am very pleased to report that recruitment has improved this year but it has caused a few problems. Several of our observers did not resume after the COVID lockdown, leaving us a little short and with the increase in new associates we now have a short delay in allocating associates to observers. We therefore need to train up more observers so if you feel that it is something you can do please contact me or Kevin Smith, our observer trainer, for details. Kevin's contact details are in this copy of Wheels (page 2) and are also on the group website.

To all new members whether associates or full member I offer a warm welcome and please try to attend one of our monthly social meetings, there will be someone on the door so please ask for me and I can introduce you to other members.

Safe & Happy Motoring

**Every Time you drive, treat it as a  
driving lesson**

*Martin*

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## Early Warning

**The group membership fee was increased to £15 last January  
Unfortunately, several of you only sent me £12 I have honoured your  
membership for this but please check you bank statements and amend you  
standing orders for 2025**

## << DATA PROTECTION >>

As part of your membership contract with the Norfolk and Norwich Group of Advanced Motorists (NNAM), we will contact you with information on training, committee, and social events, together with newsletters/magazines relating to the Group and road safety.

Pictures, videos and written updates of NNAM events such as training, committee, and social events at which you may be in attendance or referred to will also be regularly published on social media sites such as Facebook, and group newsletters/magazines and group related websites.

NNAM also shares information with IAM Roadsmart in order to administer membership activities.

You have the right to withdraw from receiving or participating in any of the above by contacting the Membership Secretary by email at [membership@nnam.org.uk](mailto:membership@nnam.org.uk) giving your name and membership number.

Your personal details will not be shared with any third party other than IAM Roadsmart and will be held securely by the Membership secretary. Your details will be deleted when you cease to be a member of NNAM.



## YOUR OPINIONS

We receive many letters and E-mails from members but only a few are considered for publication. Please include your full name, address and membership number, even if you are contacting us via E-mail. Any letters published are done so in good faith and we reserve the right to edit them where necessary. No E-mails or letters are retained.



## Members Letters

### 'Wheels' across Europe

It might be a mag for Norfolk, but the excellent articles have just been read by yours truly somewhat more south near Epinal! I am - I am always tickled by writing that, for obvious reasons! - en route to South of Naples, and taking my time, to say the least, on the moto. Your comment about the weather made me smile. So far, I have journeyed around 900 km, and it must be said I am no stranger to the rain; I reckon

it has been wet for well over half the journey! The only place guaranteed not to rain was inside the Eurotunnel.

Oh well. Thank you for brightening my day.

Andrew Davey

*You're welcome (Ed)*

### What Cockpit Drill ?

I was interested to read the article "Cockpit drill" by Kevin Smith in the last edition of Wheels - so much of it resonated with me! I must confess that I don't do cockpit drill, as nobody else drives my car; if I drive my husband's (almost identical to mine), he is always on board as well, so if I need something, either I ask, or he deals with it.

As I know how to drive, and am familiar with Norfolk (and can work things out if I'm away from the local area), something like economy mode is right out of my scope of needs, as are most of the other high-tech offerings, so all possible are disabled. And as Kevin said, we probably all know that even the speed limiters are unreliable - demonstrated by the fact that almost every time I exit a lower speed limit, enter a higher one and increase speed, the car pings at me and flashes '30' or whatever limit I've just left.

I agree entirely with the comments about touch screens too, and often wonder why it is so generally considered to be dangerous to use phones, satnav settings and more, if most of the other car controls seem to be moving towards touch screen operation. Obviously I know and recognise why it is dangerous to use them - so why install them? The excuse of lower cost is outrageous.

Finally, I find the reports in 'What Car' magazine terrifying: personally, I consider that the use of radios in modern cars should be banned. I simply plug in a USB stick containing music that I have loaded onto it, which I either play or don't, and never have to do anything, as when it ends it simply re-starts. Obviously if I want a different one, I will change it when stationary. Is that so difficult?

A 'feature' which I tried briefly and will never use again, was auto dip: driving mostly on narrow, twisty country roads and lanes, it was much slower than the old-fashioned eye to pick up approaching headlights. I was constantly being flashed by approaching vehicles.

Pamela Austin

*I understand where you are coming from (Ed)*

# 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
August	25	Amici Coffee Café Sandy Bedfordshire
Sept	8	TTT Motorcycle Village Sudbury
Sept	22	Parrishes café Thaxted
Oct	13	Poppylands 1940s tea room Horsey
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



Note new start venue

Meet by SpecSavers in the Sainsbury's car park by the Hardwick roundabout

## 28<sup>th</sup> July Southwold

It was around 0800 when the messages started to be posted on the WhatsApp group, Southwold today, you do know that the Latitude festival is on? Oh and there's also the Old Buckenham air show, both of which were on our route. This still didn't deter 8 riders from turning up on a glorious sunny Sunday morning.

We rode as one group to the market place at Swaffham to pick up a further 5 riders. Splitting into 3 groups we made the decision to bypass Old Bucks but to risk Latitude as we assumed most festival goers would already be there. Ian C and Mel led two of the groups to Watton and then down to Old Bucks, bypassing the centre thanks to Mel's route planning and on to Harleston.

We were heading towards Halesworth when we spotted the dreaded road closed ahead signs, fortunately it was a week-day closure and we were able to navigate the twenty or so coned off holes in the road as we made our way towards Reydon. We passed the Latitude venue with the minimum of hold ups and made our way to our destination which was the Old Hall café. Normally we would go onto the pier but parking can be problematic and given it was a rare sunny day we knew it would be busy. The Old Hall fulfilled our basic requirements of a brew, cake and ample parking.



Offering scenic walks, bike hire and a maize maze it is a very popular venue and worth a visit if you are in the area.

It would be remiss of me not to mention that Ian's group arrived slightly later than the rest of us, Ian's excuse was that he had 2 postcodes in his sat nav beginning IP so it wasn't until they were nearly at Sizewell that he chose the alternative one.

As per the norm competing commitments meant that several different routes were chosen to get back. All in all, it was a varied rideout covering around 150 miles in pleasant riding conditions. Let's hope the next ride out to Melton is as good.

Cheers for now

*Dave Cusdin*

## 14<sup>th</sup> July Whitwell & Reepham Rail Station

Our British Sunday weather played ball not just for both the Wimbledon and European Football Finals. It was a super dry and warm start where an amazing 15 bikes and riders turned out for our scheduled ride to Whitwell Station.

Splitting into three groups with two optional routes on tap; one being a little more... "adventurous". Overall, a combination of A & B roads through East Winch, Gayton, Grimston, beating up into Great Massingham, around the B1153, and through Litcham and Tittleshall. Then the A1065 out through Fakenham towards Norwich direction, dropping down for Melton Constable and making our way for Reepham. Some super little "twisties". A very pleasant and playful route enjoyed by all.



Fenriders took up a rather long line of the gravelled carpark. Whilst gravelled car parks generally allow rainwater to seep into the sub-base offering a solid, stable and eco-friendly option, the surface isn't always so "bike friendly" so extra care required, however, fortunately no bike naps!



The Whitwell station closed around 1959, now more of a heritage railway museum with occasional themed events. Serving appetising refreshments including a good selection of cake / bacon baps etc.



TF Motorcycles based in Tilney St. Lawrence, a family run motorcycling service hosting their first ever bike event with BBQ and live rock music.

Thanks to all that led and acted as tail end Charlie, you know who you are.

**Elke**

## 23<sup>rd</sup> June Willingham Woods, Lincs

Glorious weather greeted the three riders that turned out for a day in the Lincolnshire Wolds. We headed up a spookily quiet A17 as far as Boston where we peeled off to take the B roads through Kirton, Coningsby and on to Horncastle. From there we headed up towards Bardney to our first coffee stop at the Bardney heritage centre. This is a privately owned museum showcasing the history of the village with an underlying railway theme. They also hire out cycles and have overnight accommodation.



After getting our caffeine fix we headed out towards Wragby and then onto Market Rasen. The A631 which leads to the picnic area at Willingham is heavily regulated now with a newly introduced 50mph limit enforced by average speed cameras. I'll leave you to form your own opinions as to why the authorities have considered these measures necessary.



Willingham is an extremely popular bikers haunt, it has everything that motorcyclists seek - ample parking, a toilet, and a café all situated within some of the best biking roads that Lincolnshire has to offer. After being treated to a bacon bap, thank you mike, we headed back home via more fast, undulating roads to Boston where we made the third compulsory stop of the day at the Sportsbikeshop. It was a grand day out, with relatively light traffic for most of the trip and good company.

Next Rideout 14<sup>th</sup> July Reepham station.

*Dave Cusdin*



## 9<sup>th</sup> June Bircham Windmill

Normally 14 degrees with dry roads would be considered to be excellent biking weather, but this is summer and expectations were somewhat higher, however it was not to be and for the nine bikes that turned up it was those clad in Gore-Tex that were the most comfortable – the leathers can stay in the wardrobe for now.

The destination was Bircham Windmill. Standing in the heart of Norfolk's undulating fields, the windmill now looks as it did over 100 years ago. Today, very few windmills are left, and Bircham is the only windmill in working order in this area open to the public. Visitors can climb the five floors up to the fan stage and, when possible, on windy days, visitors can also see the sails and the milling machinery turning. Although there is a fee to climb the stairs it's free entry to the tea room.



As the mill didn't open until 10am we split into two groups and took a convoluted route via Grimston, Gt Massingham, Litcham, Fakenham, South Creak and Syderstone. We have a wonderful, picturesque panorama right on our doorstep and this short ride out highlighted how pleasant Norfolk can be. Previously I have bemoaned the lack of investment in our road infrastructure and this now extends to the overgrown foliage obscuring road signs and preventing effective forward observation, even from the elevated position on a motorcycle. Still stick to the mantras of never sacrificing safety for position and always being able to safely stop in the distance that you can see to be clear ahead and it'll be reet.



Cont....



On arrival some of us were rather chilly so of course hot drinks and cake were the order of the day, it was nice to catch up and not be dripping wet. As we were only 15 miles from Lynn and it was threatening rain most if not all took the direct route home. Many thanks to Ian C for leading the second group.



The next ride out in a couple of weeks will be a longer affair to Willingham Woods near Market Rasen in Lincs. By then of course we will be well into summer and the sun will be shining.... won't it ?

Cheers for now

*Dave Cusdin*

## 26th May

Due to a day of very inclement weather, this rideout to Harwich Old Quay was cancelled. No one dared to venture out.

## 12<sup>th</sup> May Liberator Cafe Old Buckenham Airfield

As you would expect on such a glorious morning, 10 bikes and riders turned out for a ride to Old Buckenham airfield.

Roly Batchelor joined us as usual having just ridden from Wymondham, which is not far from Old Buckenham. At least he didn't have far to ride home after the obligatory tea/coffee/cakes at the Liberator Cafe.



A terrific ride in two groups on dry roads via Swaffham, Watton, and Attleborough was enjoyed

by everyone. Bob Barrett led one group (thanks Bob) and apparently managed to find a recently gravelled road near Castle Acre which is always a hazard for motorcyclists. I led the other group via a different route so dodged that.



It was great to sit outside and enjoy refreshments at the Liberator and put the world right.

There were a few aeroplanes coming and going to add interest.

There was the usual bomb burst when leaving as people headed for different parts of West Norfolk and had different levels of urgency to get home.

Bob Walker and I took a scenic route via Wymondham and Dereham with Roly joining us as far as Wymondham.

After the ride to Stonham Barns two weeks ago I needed a shower when I got home to warm up. This week I needed a shower to cool down. Amazing difference.

*Jan Cain*



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