

WHEELS

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

Summer 2023



Medical conditions that drivers must declare to the DVLA.

A £1000 fine could be yours for not declaring a medical condition, or risk prosecution if involved in an incident

MEDICATIONS that cause drowsiness or say 'do not operate heavy machinery' it's probably advisable not to drive. Opioid painkillers, tranquillisers and even certain antidepressants can all severely affect your driving ability, as will some cold remedies.

SYNCOPE, a temporary loss of consciousness, blackouts or fainting conditions must be reported.

OPERATIONS on certain parts of the body can exempt you from driving - legs for example. Your doctor should inform you after leaving hospital.

EPILEPSY or SEIZURES. Should you happen to have a seizure and lose consciousness whilst you are awake, your licence will be taken away. If you've had no seizures after six months, with medical advice you can reapply for your licence.

VERTIGO, you must report sudden or recurrent dizziness to the DVLA.

EYES. Nearly all eye conditions should be reported to the DVLA. Glaucoma as an example must be reported. The DVLA will make a decision regarding your licence.

STROKE. You must stop driving for one month after having a stroke. There is the possibility that you may be able to drive again in the near future. If you have no more health problems and are back to normal health, after a month you can start driving again.

SLEEP ISSUES. Any condition really where your breathing stops and starts during sleep. Extreme fatigue and losing concentration whilst driving is not a good idea.

HEART. A condition such as arrhythmia can easily affect your ability to stop the car. Actually any heart condition must be reported to the DVLA.

DIABETES. You are more than likely to keep your licence depending on how serious the diabetes is. It can lead to hypoglycaemia and result in drowsiness and blurred vision.

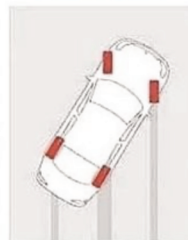
How to Correct a Slide

RWD



Turn into the slide
Slow down

FWD



Turn into the slide
Put on speed

AWD



PRAY




We make better drivers and riders

Contents

Secretaries Desk	Page 3
Associate Training	Page 4
New associates	Page 5
New Full Members	Page 5
Test Successes; Cars /Bikes	Page 5
Chairmans Chat	Page 6
Group Meetings	Page 7
Speakers Corner	Page 8
Electric Cars, the crises	Page 8
Desperate to be mobile	Page 9
News	Page 10
Observer Training	Page 11
Display Unit	Page 11
Membership Matters	Page 12
Treasurer	Page 12
Fen Riders	Page 13
RideOut Report: April / March	Page 14
March / Feb	Page 15


Editorial Address WHEELS

Kesteven, 55 Norwich Road,
Barnham Broom, Norwich,
Norfolk. NR9 4BU

 01603 759349

E-mail; editor@nnam.org.uk

Secretarial Address
Martin Woodhouse
18, Soame Close, Aylsham,
Norfolk. NR11 6JF

 01263 732997

E-mail; secretary@nnam.org.uk

Your Committee

<i>Chairman</i> Keith Mace	01953 880153
<i>Group Secretary</i> Martin Woodhouse	01263 732997
<i>Treasurer</i> Greg Chandler	01603 712740
<i>Membership Secretary</i> Martin Woodhouse	01263 732997
<i>Associate Scheme [Cars]</i> Lara Slater	07766 733534
<i>Associate Scheme [M/Cycles]</i> Ian Cain	01553 764263
<i>Observer Training [Cars]</i> Kevin Smith	01842 750993
<i>Norwich Social Events</i> Bob Tash	07415 589110
<i>Display Unit Manager</i> Keith Mace	01953 880153
<i>Magazine Editor</i> Vernon Clarke	01603 759349
<i>Web Site</i> Steven Palmer	webmaster@nnam.org.uk
<i>Ride Out Co-ordinator</i> Dave Cusdin	01553 819722

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

I am writing this on the last weekend of April; the sun is shining, my potatoes are poking through and the rhubarb has gone mad so I am fed up with rhubarb crumble for supper each night

This being the Summer issue of "Wheels" must mean that we are about half way through the year.

What happened to the first half?

Firstly; recruitment is at an all time low. We need at least 30 to 40 new associates each year as apart from your annual group subscription the portion of course fees [£36.50] that we get from IAM RoadSmart for each new associate is the only funding we receive. We have only had two new bike associates and no new car ones since 1st January

Secondly; the cost of the hire of the hall for our monthly meetings has increased and the speakers are asking for larger fees.

Thirdly; we are saving a little on Wheels by changing our magazine printer and several of you [Thanks] have opted for a digital copy. If you are receiving a link for a digital copy can I please ask you to read it as I should remind you that "Wheels" magazine is the only vehicle we have to communicate with ALL members. As Group Secretary I update those of you who attend meetings, but fully understand that most of you I do not meet and therefore if you do not read this magazine you may miss vital information.

Fourth; Following the lock down due to COVID when all our Observers had to stop work several of them found that there was life outside the Advanced Driving world and have decided to retire, but with such a low number of new associates that is currently not a problem and I am pleased to say that we have some members who are willing to become observers.

Fifth; Unfortunately, due to the lack of new associates and the increase in running expenses, following a discussion with the members at the AGM the committee has reluctantly agreed an increase in the group annual subscription. All group subscriptions are always due on the 1st January each year so on 1st January 2024 the group subscription will be £15. More information on this will be in the Autumn issue of Wheels.

If it looks like doom and gloom within this Road Safety Organisation, then

Never fear we are still here!

This Norfolk & Norwich Group [**Your Group**] with all your support can continue spreading the Road Safety message in Norfolk, BUT we do need the support of ALL of you. A few members did not renew their membership this year, if you are one of them and have received this copy of "Wheels" this is an oversight as I have removed most non-payers from the mailing list, so please check as you will not be receiving anymore communications from me if you have not renewed your membership

Safe & Happy Motoring

Martin Woodhouse



Lara Slater

Associate Training Coordinator

Ian and I were recently in Australia and had the 'pleasure' of driving a Haval Jolyon. We had never heard of Haval, but my (Melbourne resident) brother told me that they are a Chinese company making big headway in Australia. We are both interested in driving new cars, and we thought it looked quite smart.

The car came loaded with all sorts of safety systems, some of which were useful like blind spot warnings, and some of which were very frustrating for driver and other road users, like cruise control that panicked and braked the car heavily every time one came to a bend. This was probably the most frustrating part of the car, followed closely by the "keep lane" assist, which tugs at the steering wheel if it thinks you're straying over a white line, or the beeping noise with a warning message should you dare to glance out of your window for what the camera deems too long (yes, the car spies on you).

It's important to remember that whilst technological advances are coming along regularly in cars these days, there's no replacement for good driver-vehicle empathy and whilst cruise control, speed limiters and reversing cameras are all essential tools in the modern car, completely driverless cars are still a way off (thank goodness!)

After one week and 780 miles we decided you can't judge a car by its looks, and that the Haval Jolyon is a car for people who don't really like driving.

For people who do enjoy driving however, IAM are currently offering Free Taster Sessions in a bid to enrol new associates. If you do know anyone who has expressed an interest in IAM recently but they still haven't taken the plunge, get them to have a look on the IAM website. This is a great way for someone to find out if they'd like to take the full course.

Lara

Q: What happened to the Vicar who took his car in for a service?

A: He got it stuck in the porch!

Keep smiling!!

NEW ASSOCIATES

Colin Carter-Harrold

Pentney

Mrs. Sharon Coleman

Kings Lynn

NEW FULL MEMBERS

John Gudgeon

Downham Market

John Walden

Market Weston

TEST SUCCESSES



OBSERVERS

Andrew Parsons

Griston

Kevin Smith

TEST SUCCESSES



OBSERVERS

Sandy Gourlay

Swaffham

Paul Southwell

Simon Ganley

Morrow

Bob Barrett



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 .



Chairmans Chat

Keith Mace

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

The Chairman's Chat is probably the worst thing to have to write, because whoever the chairman is, they have got to find something different to say each time. Well, this time it is more difficult than ever because there is simply nothing to say! Nothing is happening, recruitment is at an all time low and the observers are twiddling their thumbs.

We are getting a few requests for free assessments, but, essential as they are to what we do, unless some of them can be converted into associates, they are of little help to us.

There are still vacancies on the committee that need to be filled and while we are thankful to Lara Slater for taking over from John as associate coordinator, other posts are proving very difficult to fill. OK, I know the whole of the voluntary sector is "in the same boat", I am involved with other areas of that sector and I know from that experience that volunteers are very thin on the ground, but seriously, our situation is worrying. We particularly need to find someone to train up as the next secretary. I say "train up" because, although the job is not onerous, it is somewhat involved and does require some knowledge of how IAM Roadsmart HQ works (not that anyone there knows how it works but that is another matter). We also need to recruit a membership secretary, a slightly different role to general secretary which involves keeping the membership database up to date and being aware of the data protection rules. At the moment Martin is carrying out both secretarial roles and really could do with some help.

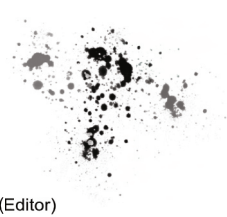
So, please, if you are reading this, think about how you might be able to recruit a few associates or whether you might like to help out on the committee. If you are interested in finding out more about one of the committee vacancies, do give Martin a call and he will explain what you need to do.

Meanwhile, drive safely and get there when you can.

KJM.

**DEADLINE FOR THE NEXT
EDITION OF "WHEELS" IS
2nd August 2023**

Vernon Clarke (Editor)



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!

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?

12th July 2023 - Jacky High-Caston - East Anglian DriveAbility An outline of medical fitness to drive assessment

Something we should all be aware of so this should be an informative talk.

This Thetford based charity's aim is to assist, reassure and support people of all ages to gain or retain independent mobility by providing high quality information, advice and assessments.

It specialises in enabling outdoor mobility. It was originally established in 1992 as Kilverstone Mobility Assessment Centre and through Lottery Grant funding and support from the DfT it has continued to expand and increase its assessment numbers.

13th September - Amanda Armitage from Gridserve

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

MEETING TO BE HELD AT THEIR PREMISES SAME TIME 7.30pm

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

Plus a short tour and a Q & A
Refreshments available

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



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



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

I have, what I believe, are some very interesting Speakers lined up for the rest of this year, although the difficulty I am having at the moment is pinning them down to specific dates so **please check the website for updates and further information.**

The speakers listed have all agreed and are committed to come along to talk to us but as of today I do not have their agreed dates. The problem these days seems to be a shortage of staff numbers in these organisations and I guess this is a common issue post pandemic and cost of living crisis, savings have to be made. It is also the trend that Speaker's fees and expenses, like everything else, are on a steep upward curve. However as soon as dates are confirmed they will be put on the website.

Turning to attendance at these Speaker events and bearing in mind the difficulty in booking and paying for Speakers it would be nice to see more of you attend whenever you can. I appreciate it is a commitment and an expense for us all but it is one of the two ways that we can all keep in touch with other members and have a social get together. So I urge you please continue to support these activities to help the Group in these challenging times.

We have a current membership of 360 and the average turn out to the Speaker events is 20 to 25, which is 6%, or less. To those that attend on a regular basis can I say a hearty thanks, as it is comforting to see the venue fill up. To those who haven't attended or only done so occasionally please come along to give it a try or come along again. It would be lovely to see the attendance increase as it makes the effort put in worthwhile. We on the committee appreciate that not everyone who joins does it for the social side and are just looking to improve their driving and gain a pass and of course there is nothing wrong with that. However, the Group is facing challenges and we are keen to promote more interest in these events. So please we need your support, give it a try and have a pleasant evening away from the TV!

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

Electric Cars: The crisis?

Everywhere you go on social media now you can find reports on electric cars – everything from: "Mine is wonderful" to "It is the worst purchase I ever made **!!"

So, what is the truth. In my experience the truth usually lies somewhere near the middle of any two extremes, and what worries me about this now is that the debate is becoming polarised as the two extremes dig in to their own positions. As we get ever closer to 2030 and the cut off point for new petrol and diesel sales, politicians are going to come under increasing pressure from both sides to either enforce the cut off or delay it. Where does that leave the motor industry or its customers?

Before we get into that, though, we also have to ask what sort of vehicles will be around by 2030, electric with Lithium batteries, electric with Sodium batteries, Hydrogen fuel cell, or something completely different that is still being developed? Anyone looking to buy a new car today is facing a dilemma. With technology moving as fast as it does nowadays, there is a very real danger that you could buy a £ 40,000 car today that will be worthless by 2030. There is also the possibility that the vehicles will be so expensive that no one will be able to afford them, thus, old petrol and diesels will be kept on the road longer than might otherwise have been the case, completely defeating the object of the exercise.

But, even after all that, there is still one question about electric cars that, to my mind, is not getting anywhere near enough attention – Where is all the electricity coming from?

KJM

Desperate to be Mobile

Nowadays we take personal transport for granted but some younger IAM members may find it surprising how relatively recent that this has become. My days on the road of motorised transport commenced in 1964 when I bought my first motorcycle for £45, a 1958 German Zundapp 201S. I needed this when I started my apprenticeship with Bristol Siddeley Engines (now Rolls Royce Bristol) to get to college and work, as well as propelling me from one girl to another. This was luxury compared with my push bike, travelling by bus or worse, on my own two feet, although I think I learnt as much about engineering in trying to keep the Zundapp running as I did in my engineering apprenticeship!

Desperate to be independently mobile, to me thinking back, seemed quite bizarre for some devices that I remember. There was one that went under the general term as an auto-cycle which was basically a push bike with a 25cc two stroke engine attached. I have vivid memories of their owners pedalling furiously trying to get the beasts started and in a similar manner when they came to a slight gradient, let alone a hill. I had great fun, as a youngster, overtaking them on my conventional push bike, usually getting some choice language directed at me. Bizarrely, because they were considered a motor vehicle, they had to be registered, taxed and carry front and rear number plates!

Having bought my first motor bike it was not very long before I was dissatisfied with this and wanted to move on, the first winter I guess. Some of my pals, who were a little better off than me, did venture into the world of so-called microcars to which several examples were available that could be driven with a motorcycle licence and attracted less purchase and road fund tax. These were basically 3 wheelers, had to weigh less than 8cwt (about 400 kg) and bizarrely, under a motor cycle licence, could not have a reverse gear. The infamous "bubble cars" were quite popular, one being the Izeta, an Italian design made under licence by BMW (worth a staggering amount of money these days). It had two wheels at the front, one at the rear and you gained access through a front opening door, the steering wheel folding back with it.

A pal of mine was talking to me one day telling me he was fed up with his BSA Gold Star and whinging that "I can't get a bird on the back of this thing in the winter". A short time later he turned up in an Izeta with a very attractive blonde girl and even I thought that maybe he was on to a good thing here and that I should get one (the Izeta that is, well; a blonde would have been nice also). This thought did not last long as he was on his way to the cinema travelling up a steep hill when the bubble started to fill up with smoke! He stopped rapidly and the girl obviously remembering that she entered through the front, hit the door handle, swung the door open and so whipping the steering wheel out of his hand causing the car to swing around backwards and running over her foot! A very short relationship I think. The final insult to him was that my Dad, who was an engine driver for British Railways, worked odd shifts. Around 4 o'clock one morning he was walking to his garage to get his Austin A55. Next to his garage was a wall where my pal parked his Izeta and my Dad noticed him inside fast asleep. He knocked on his window to see if he was OK and what had happened was that, being somewhat inebriated on the alcoholic apple juice, he had driven up to the wall so close that he could not get the door open and having no reverse gear, he was stuck for the night.

The next time I saw him he had sold the Izeta and was riding another BSA.

Having no reverse gear could be a little provoking, not always convenient having to push them about. Some cars overcame this up to a point, the quite popular Bond minicar for example, utilised Villiers 125, 197 and 250cc motorbike engines attached to the single front wheel and could be turned over 90 degrees, and so, with good position planning, it could be placed where you needed it to slot it into a parking space. There was another unique way of overcoming this with cars that utilised single cylinder 2 stroke power, the Bond being one of them. They were often equipped with a device called a dynastart which doubled up as an electric starter and once the engine was running it reverted to a dynamo. A feature with single cylinder 2 strokes was that you could wire the starter solenoid in such a way that, through a switch, could reverse the polarity and start the engine rotating backwards.

A fellow apprentice owned a Messerschmitt cabin scooter which resembles a WW2 Messerschmitt ME109 cockpit on castors! In fact you entered it by swinging the top open and climbing in. Not so good as a courting car though, a little challenging as your girl friend had to sit behind you, aircraft style. It was powered by a Sachs 197cc single cylinder 2 stroke powering the back wheel. I did the wiring mod to his car and we took it to a local disused airfield to try it out. The engine did not run particularly efficiently in this mode as it ran with the ignition timing retarded, but what fascinated me was you could get all four gears in reverse so I was interested to see how fast it would go backwards! I followed him along the runway on my motorbike and we reached a speed of 45mph but then he had to stop because he was being overcome with exhaust fumes. Good trick though.

Another of my pals, to get free of motorbikes, bought a microcar called a Coronet. This was only produced in 1958 and the company went out of business. It bore a slight resemblance to a Daimler drop head coupe sports car of the 50s with one wheel missing. It was powered by an Excelsior 325cc twin 2 stroke powering the single rear wheel. It had a single bench seat which could take three people. Unfortunately, my pal made a monumental error with it. It all started when one day we were on Brean Sands Somerset on our motorbikes when a guy turned up with a Berkley B105 car. Berkley was another manufacturer of microcars and had nifty little 3 and 4 wheeler sports cars, also utilising the Excelsior plus Anzani 2 strokes. The B105 was a 4 wheeler powered by a Royal Enfield 700cc Constellation engine, transversally mounted, driving the front wheels. Needless to say with 50bhp on a light chassis and glass fibre bodywork, it went rather well, ballistic in fact. Immediately cogs started turning in my pal's brain and a short time later he turned up with an Enfield Super Meter engine, also 700cc, which he salvaged from a local motorcycle dealer. The plan was to drop it in to replace the Excelsior lump to provide more speed. A few problems here; a) how to mount it; b) how to start it, having no electric starter; c) how would it react with the power increased from 15bhp to 40bhp. Problem a), various brackets were made up to attach it to the aluminium chassis and glass fibre body. Problem b) drilling a hole in the side, fitting a tube with a shaft inside, then inserting a Ford 8hp starting handle and kick starting it! Problem c) mmm, slight problem. Started ok, although did sound like a Centurion tank and shook quite concernedly from side to side on tick over, gentle move forward and a bit more power and then disaster! The crude engine mount broke away causing the rear wheel to turn through about 90 degrees and the performance of some wonderful pirouettes in the road! He eventually did sort of get it running and gave me a ride in it. Quite a notable. ►►

experience although not one I would like to repeat, particularly as an oil pipe fractured during our ride causing it to resemble the Aston Martin DB5 of James Bond Goldfinger fame. My final memory of it was being towed to the scrap heap.

Of course, the ultimate 3 wheeler that could be driven with a motor cycle licence was the Reliant. Two of my pals had these and were the Regal models. In fact both of my pal's cars were convertibles, or as we called them as a joke, drop head coupes. They were powered by an up-rated Austin 7 engine with a 4 speed gearbox that whined like a jet engine, and again, no reverse. One of my pals (who was somewhat lacking in grey matter) had a very bizarre experience with his 1955 Regal. I used a local Country Club on the Wells Road Bristol as my local in the 60s and late one Saturday night I left for home to see my pal wandering outside a little worse for drink and looking confused. I asked him if he was ok and he said "someone's pinched my car!" I didn't help much by laughing and asking "why would anyone want to pinch that thing?" I had a look in the car park and in the road but nowhere in sight was the Regal. "What are you going to do?" I asked. "Better phone the police" says he. "This is going to be interesting" thinks I. So we cross the road to a telephone box and he dials 999. Having explained his plight I heard the policeman on the other end say "are you taking the mick sir? Why would anyone want to pinch a Reliant?" He was then told he would have to report it to the nearest police station which was a couple of miles away.

Now feeling somewhat sorry for him, as he was really upset, we walked to my home and I got my motorbike out to run him over to the police station. Before we arrived however, he started banging on my helmet and shouted "I remember where I left it! Earlier he had been drinking in a pub 200 yards away so he decided he may as well walk but forgotten that he had left it there. So; about turn and sure enough, there was the Reliant all on its own in the pub car park. I made sure he was ok and watched him leave. I can say this; the police in those days seemed to be very hot on the job because a black Wolseley 610 with blue light flashing and bell ringing shot past within seconds of my pal leaving. "Oh dear", thinks I (or words to that effect). I followed to see the police car forcing my pal onto the pavement. "He might need some help here" thinks I. So I pull up behind them to hear the driver ask "so why would you report your own car as stolen then sir?" I explained everything to his mate and he could not stop laughing. Fortunately the driver could see the funny side as well and gave him a ticking off about wasting police time and drink driving. Fortunately for my pal, it was pre-breathalyser days and the police had a sense of humour.

Purchase tax on normal cars decreased during the late 50s accompanied by increased production of conventional cars with an accompanying reduction in price. For example my Dads Austin A55 was £875 in 1958 whereas his 1965 larger and better equipped Austin A60 was £825. This had a devastating effect on the companies that produced the microcars. Probably the final nail in the coffin was the introduction of the Mini which, at £499 did not cost much more than an Izeta. The only company to survive for a notable time period was Reliant who mostly relied on people who only had a motor cycle licence and at least it had a reasonable amount of comfort.

It's difficult to imagine now but I still find it amazing regarding my memories of those times where Joe Public was truly desperate to be mobile



Clyde Brown

NEWS

and Other Bits

Dogs :

A two day study which involved 20 dogs came to the conclusion that dogs are more likely to suffer car sickness when travelling in a diesel powered car than when traveling in a electric vehicle. This is according to research carried out by the University of Lincoln and CarGurus, as reported by the RAC.

Practice Lessons :

The Driver Standards Agency have issued guidance on practicing between driving lessons and consider it to be vital in the learning process. To supervise you must be at least 21yrs old and qualified to drive their type of vehicle. If supervising someone in a manual vehicle you must have a manual licence yourself and have had a full driving licence for at least 3yrs and are not banned from driving. Do not teach people your bad habits !

Multi-Storey Car Parks :

Car Parks built in previous decades may not be able to take the weight of electric cars. Car Park construction is modeled on old data and as electric cars are much heavier, the concern is that floors could buckle under the extra weight.

Belt Up :

The government are considering adding three penalty points plus the fine when caught not wearing a seat belt. The ones will still be on the driver if your passengers are not belted up.

Abuse

Due to increased abuse towards driving instructors, the decision has been taken allowing instructors to wear body cams. They only need to be switched on when the instructor or examiner feels threatened.

PLEASE NOTE :

A change of meeting venue for the talk on 13th September. See Group Meetings on page 7



Kevin Smith

Observer Training Co-ordinator

Do you still have what it takes?

We can all benefit from the occasional reassessment, studies suggest that driving advanced driving skills can fade in as little as three years after the test, and there is always something new to learn.

It may have been a few years since you passed your advanced driving test, or because of restrictions in travelling or working from home you may not have had the opportunity to do as much driving as you would have and now things are back to normal you might like to brush up on your skills. You would have spent a lot of time and effort in passing your advanced driving test and it would be a shame if those skills and knowledge were to be allowed to lapse. Existing members of our Group can enjoy an assessment with one of our Observers without having to pay a fee. There's no test involved, it's simply an opportunity to ensure your high standard of driving is being maintained and to receive constructive feedback.

I've recently completed my three-year reassessment and although it was a more formal check of my driving, it was nevertheless a very enjoyable experience. So, if you passed your advanced driving test more than three years ago there's no better time than now to get in touch and ask for a free member's assessment drive.

Kevin

A new season is approaching and unfortunately there is little to report. A number of our regular events closed down during the pandemic and are not restarting. Efforts to find new venues are proving problematic. I have received some suggestions which have been followed up, but for a variety of reasons, have not been entirely fruitful. Some we cannot get access to, some clash with other events and some are just way beyond our budget. At the time of going to press I have three events definitely booked, one probable and two I am awaiting more information from the organisers.

The first definite will be Thurton Autojumble on May 28th

Others will be put on the website when the information is available.

KJM.



DISPLAY UNIT

Membership matters



A big thank you to all you members for your support and renewals of membership. As usual I have had a few anomalies but I think they are all sorted now. If you believe otherwise or have any questions about membership please give me a ring or speak to me at the Group meeting.

I have stated many times that every single member is valued, we need you all. Yes! Your committee and the Observers work harder than most but each and every member is a supporter that we cannot afford to lose. A few of you have not renewed your membership this year and if that is the case you will probably not have received this copy of *Wheels*

I am sorry to report that recruitment has fallen to an all-time low I appreciate that money is short but at £175 the "Advanced Driving Course" package is excellent value and a small price to pay if it prevents YOU having a crash.

If you have friends or relations that are special to you encourage them to join us and make themselves a little safer on our roads. All I need is a name and address I will do the rest.

DO NOT WAIT —DO IT TODAY—GIVE ME A CALL

Finally if you have any questions about membership whether it is about how much to pay or if you have paid or when you have to pay call me on 01263 732997 or better still come to a group meeting. If it concerns new members then I am person with the details and application forms.

Martin Woodhouse

Treasurer

What else is there to do on a wet, cold, April 1st, than to write a Treasurer's report?

As expected, this is a very quiet time of the year. Memberships are in, (thank you to all of you who have paid, and a gentle reminder to those who have not!), but with no new associates to date, that's it as far as income goes. I know that Keith has some venues booked for the MDU, perhaps that might generate some interest.

As there's little coming in, it's more than ever important to save. Since the last issue of *Wheels* where both Martin and I put in a request for those who would like a digital copy of *Wheels*, I have had a further 31 members to add to my list, bringing the total to 56 members. With *Wheels* costing nearly £2.00 per issue (postage rates have just increased), each member who requests digital is making a difference. If you would like to go down that route, just drop me an email, treasurer@nnam.org.uk and I will add you to the list.

However, Spring is here, Summer is just around the corner, perhaps that will rejuvenate everybody and we will see an upturn. I look forward to seeing familiar (one cannot say old!) and also new members at the monthly meetings.

Greg.

Fen Riders

Ride Out Calendar 2023

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

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	Beach Cafe, Wells

23rd April: Foxton Locks

Following a rather pessimistic weather forecast seven hardy souls arrived at West Lynn for a reasonably lengthy ride out to Foxton Locks near Market Harborough. I had decided to take a convoluted route to incorporate some decent biking B roads so two groups headed off down the A17 then turned off to Spalding where we followed the A151 all the way to Colsterworth. We took a quick comfort stop and 2 of the participants had to cut the trip short due to time constraints.

We carried on as a single group down the B676 to Melton and then took the B6047 to the locks, we were on the road for nearly 3 hours and only encountered one small patch of persistent rain. Now the B676 is renowned as a bikers' road due to its geography which may explain why the authorities have deemed it necessary to reduce the speed limit to 50mph. This seems to be a more and more common occurrence and combined with the parlous state of our roads it becomes more difficult to make progress.

On arrival the sun came out but the previous dull conditions had kept the usual crowds away and we had no problems finding a table. Coffee and cake was consumed by the lock side and once again good company more than made up for the inclement weather we had encountered.



We planned a more direct route back via Corby, Oundle and Peterborough. I kept up tradition by taking us slightly off track but we enjoyed a much drier ride back, however the physical road conditions were equally as bad as the ride out. The latest fix is to put up uneven road signs - cheaper than fixing the pot holes I suppose. Anyway enough wingeing from me.

Until the next time **"Adieu"** *Dave Cusdin*



9th April Artisan Cafe, Erpingham

Twelve smiling riders turned up at our regular West Lynn Service Station meet point. This was a superb turnout indeed for the Easter Sunday ride out. A fairly mild start with little overcast that was short lived.



We split into two groups - headed off East onto A47 through part of Gayton Road, Winch Road, a spirited pace built, meandering onto those fun B roads 1145, 1146, cutting through towards Tittleshall, Colkirk, Stibbard and Guist up onto the B1110 for Melton Constable, B1354 for Saxthorpe, Norwich, linking eventually onto the A140 bringing us to our destination - Artisan Cafe, Erpingham. A rather quaint historic carstone building.



Not only did we gain fantastic momentum, we had glorious sunshine and surprisingly clear roads. ►►

This route had us leaning and swerving, filling our senses on the open road with hardly any traffic whatsoever. Definitely lovely biking roads!



The cafe staff were efficient, polite and accommodating, serving very good fresh coffee and need I say, delightful cakes and savouries for our usual suspects!

There is an on-site art and craft section and gardens, not to mention a few resident Peafowl/Peacocks amused by all.

A big thanks goes out to Mel for putting the route together, leading one of the groups and also to Bob Barrett for leading the second group.



Dare I say, nobody got lost! All in all a truly happy Easter occasion.

If you'd like to join us - just get in touch. We are a warm and engaging bunch.

Until the next one...

Elke Martin

26th March Route 11 Cafe

Hurrah! Spring has arrived, unfortunately as is common at this time of year low temps and precipitation were the order of the day. This may explain why only 5 hardy souls turned up for our trip to the Route 11 cafe near Attleborough. The cafe is situated next to the Shell service station on the A11 and is only accessible from the eastbound carriageway. It's biker friendly, is reasonably priced and is the starting point for a number of club ride outs.



We took a cross country route staying on the B roads through Swaffham, Ashill, Watton and then the B1077 to the A11. The cafe is located 2 miles from the junction heading in the direction of Norwich. Road conditions were variable with moisture being the one constant. On arrival there were already quite a few bikes present but the service was fast and friendly. This was the first time for a while that no one ate cake although Bob made up for that with his breakfast order. The owner informed us that she was closing her accessory shop and that everything was on sale at a 60% discount. No wonder that they were so busy.



Led by Ian C (thanks mate) we took a circular route back through Wymondham, Dereham, Gressenhall and Gayton. Once again bad weather thwarted by good company, warm coffee and in my case a bargain buy.

Until the next time, ride safe
Cheers

Dave Cusdin

12th March Krazy Horse Bury St. Edmunds

Seven bikers were greeted by relatively balmy weather conditions when compared to the previous week. This was the first 0900 start of the year and a few of us were bemoaning the lack of an extra hour in bed. The destination was the Krazy Horse dealership located in Bury St Edmunds. If you are a petrol head it's well worth a visit. There are two separate showrooms in Bury and a reasonably priced cafe. They specialise in niche cars, motorcycles and e-bikes. The car showroom has a good selection of Morgans and Caterhams whilst the motorcycle side is predominantly big V twins but they also sell MV Agusta, Norton and Caballero brands.



Splitting in to two groups we took the back route to Bury transiting through Brandon, past Elveden on the B1106. The roads were still wet and greasy after the recent cold weather and subsequent salting. However the biggest hazards, literally, were the potholes. One was that large that some bright spark had placed a traffic cone in it to warn road users. Arriving just as the doors were opening we beat the crowds to the cafe as by 1100 the place was very busy.



The return trip was a divided affair with one group carrying on to Sudbury in search of another motorcycling water hole whilst Ian C led another group back home via Mildenhall.

It was a very pleasant morning, spent in good company and I look forward to the next outing. Cheers for now.

Dave Cusdin

26th February Aylsham Garden Centre

The original destination was listed to a cafe adjacent to Blickling Hall, however a quick recce earlier in the week highlighted parking issues as well as the cafe being somewhat bijou.



I made the decision to change the destination to the Four Seasons coffee shop which is located within the Aylsham garden centre. It proved to be the the right decision when we had the best turn out of the year to date with fourteen bikes turning up. Ian C was taking a potential member on a familiarisation ride so that left 12 bikes which were split into 3 groups. I'd like to take this opportunity to thank Roly and Euan for leading two of the groups.

The route was fairly straight forward - A47 then diverting through Leziate at Middleton onto the B1145. This led us all the way to Aylsham where the cafe was located just off the A140. The B1145 is generally a quiet road which encompasses a myriad of riding conditions from fast sweeping bends to single track roads. In places it can be technically demanding and there is always hazardous road conditions to catch the unwary out. The road has its fair share of potholes which can hit your pocket in a car but be far more serious if caught unawares on a motorcycle.

All 3 (4) groups arrived within minutes of each other and a pleasant hour was spent catching up whilst keeping the cafe staff busy. Mel and Karen joined us in their car and Mel is credited with taking the group photograph.



The return journey for most was via Saxthorpe, Melton Constable and Fakenham. The weather was cool but kind and it was a most enjoyable ride out.

Until the next one

Dave Cusdin

12th February Walkers Cafe, Barton Mills

Our last rideout was cancelled due to freezing weather, so it was nice to see 11 bikes turn up on a milder morning for a relatively short ride to Walker's Cafe near the Barton Mills roundabout where the A1065 from Brandon meets the A11. We rode there on A roads to avoid the worst of the frost damage inflicted on some of the minor roads.



Walker's Cafe is on a large layby just before the A11 roundabout, and there is also a car park there with paths into the woods for walkers (and their dogs). There were already a large number of bikes there when we arrived so the cafe was busy but extremely efficient so no one waited long for their drinks and food.

Sandy Gourlay joined us having passed his test the day before, so he's the chap looking pleased with himself in the photo.



We also had an existing full IAM member, John Gudgeon, along to check us out before joining the Group.



It was good to have this belated New Year's catchup, and the turnout bodes well for our future rideouts as the weather gets better.

Jan Cain

Insurance tailored around you and your car

At Adrian Flux we have over 45 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 916 1288** compared to online.



Ask our experienced staff about:

- ✓ Club member discounts
- ✓ Agreed valuations
- ✓ Limited mileage discounts
- ✓ Breakdown cover
- + Plus much more



Call our UK team on 0800 916 1288



adrianflux.co.uk

Authorised & regulated by the Financial Conduct Authority
Trustpilot rating checked on 18th August 2022

ADRIANFLUX
Insurance for the individual

ADVERTISING IN WHEELS

The magazine for the Norfolk & Norwich
Group of Advanced Motorists and
Motorcyclists.

Offering you a unique opportunity to
advertise your wares and promote your
business across the county of Norfolk.

Contact Martin Woodhouse:
01263 732997

Our rates are

QUARTER PAGE £40 per issue.

HALF PAGE £65 per issue

Business Card size £10.00 one issue

Special rate £35.00 four issues

THE SYSTEM OF CAR CONTROL

**I
N
F
O
R
M
A
T
I
O
N**

POSITION

SPEED

GEAR

ACCELERATION