

WHEELS

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

Summer 2025



Driverless Cars

We've all read and seen about driverless cars, but whilst on holiday in San Francisco, I was able to experience one first hand!

The cars have been in the three major cities of New York, Los Angeles and San Francisco as taxis for the last five years. The first three years were spent programming them, the next year as free to use taxis, and now one has to pay for the privilege.

It was an opportunity not to be missed! (In actual fact I used one twice!). The cars are all top of the range Jaguars so a comfortable ride is guaranteed.

How does the system work? You simply download the Waymo app to your mobile phone, tell it where you want to go, (it knows where you are because of your phone) and it will then give you a countdown of how long it will be before your car arrives. When the car arrives, a button appears on your phone saying "open door", press that and the door handles slide out ready for you to get in. One can either sit in the back or alongside the imaginary driver. Once belted in, you select the "Start Journey" on the Pivi screen and away you go.



Copyright permission Greg Chandler

How did it drive? As an IAM driver I thought that its road manners were impeccable. It signalled sometimes when it didn't to, but other than that it was faultless. It gave way to pedestrians at junctions, overtook slow moving traffic then pulled back in, and coped with the countless hill starts in San Francisco where it is a compulsory stop at each intersection. However, I feel its most impressive was when it came to a stop at an intersection and a message came up on the Pivi screen "vehicle waiting for approaching emergency vehicle". It had seen a fire engine approaching in the distance, waited at the intersection until it had passed, and then moved off!

It was somewhat uncanny to see the steering wheel moving of its own accord, likewise the indicators. As I chose to sit in the front, I have some fabulous video of everything in motion plus the turns being made through the windscreen.

It was a very peaceful journey, there was soft music playing, there was no driver to have to talk to, but the added bonus whilst in America, was that there was no need to leave a tip!



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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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Secretary's Desk

Welcome!

As I write, lots of people are about to celebrate VE Day over and around the 5th May bank holiday weekend. Our Fenriders took a recent ride out to the International Bomber Command Centre overlooking the great City of Lincoln. The Memorial Spire there must be at least 100 foot tall! Unfortunately, I didn't make it this year, but our riders took amazing photos of the red poppies displayed, naturally, a national symbol of remembrance and hope.

Moving on a little, IAM Roadsmart are moving towards a greener, digital future and using their website to grow their community. I don't suppose those that aren't so digital friendly will be left out, it's really an opportunity to support charities, like ourselves to gear towards the future.

It's quite important to create a diverse audience and look at ways to retain and bring in new members, especially the less experienced drivers or riders, that tends to be the younger driver/riders. It's also better for the environment and contributes towards less waste.

There's a new version of the Associates Handbook coming out with copies on order for all our National Observers.

We invite you to visit our website from time to time, it's up to date, thanks to our top webmaster Steve Palmer. Lots of information with what's going on.

If you have any photos or stories you'd like to share for the Wheels publications, do send them in to our famous editor Vernon Clarke, we do aim to publish what we can.

Whilst my group secretarial duties are up to speed, I'll leave you with a little humour found in a Norfolk "wit" book!

A passenger in a taxi taps the driver on the shoulder to ask him something, the driver screamed, lost control of the cab, nearly hit a bus, drove up over the curb and stopped just inches from a large plate glass window. For a few moments everything was silent in the cab then the driver said "please don't ever do that again, you scared the daylight out of me". The passenger who was also frightened apologised and said he didn't realise that a tap on the shoulder could frighten him so much to which the driver replied "I'm sorry it's really not your fault at all, today is my first day driving a cab, I've been driving a hearse for the last 25 years!"

Anyway, meanwhile, enjoy the warmer weather and let's keep the right culture towards safe driving/riding!

Elke



Bob Tash

Associate Training Coordinator

Now four months into my new role on the committee I have carried out a review of our list of Observers to not only assess their current status but also to ascertain if they are all still active and willing to take on new Associates.

We are also receiving several requests for 'Free one-off Taster Sessions' prompted by an initiative from IAM. These, in some cases, have been valuable in that they have spurred the applicants on to sign up for the full course. On top of that there have been a few requests from existing members for check drives to assess their current driving capabilities.

All of this is good news and my general feeling is that we have very much recovered from the 'Covid Fall Off' period and things are looking up.

Since the beginning of the year there have been:

Full Course Allocations – 7

Free One-Off Taster Sessions – 5

Test Ready applications- 2

Drive Assessment Checks – 2

All of the above is generating a lot of work for our small number of Observers.

We currently only have **eight** active Observers, losing three through retirement and one who has moved out of the area.

This clearly demonstrates the dire need for more National Qualified Observers and I would suggest that if any of you Associates out there are interested, please let us know and we can arrange for you to be trained up and take on this very rewarding role.

Please give it serious thought.

NEW ASSOCIATES



Mr Chris Silby	Overstrand
Mr. Neil Spinks	Kings Lynn
Mr. Alex Morgan	Kirby Bedon
Mr. Nick Walker	Eaton
Miss Niamh Matthews	Swaffham

NEW ASSOCIATES



Mr. Mathew Blackburn	Wisbech
Mr. Michael Ford	Downham Market
Mr. Gordon McCalmont	Gaywood

TEST SUCCESSES OBSERVERS



Rebecca Riley	Norwich	Ian Slater
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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: Bob Tash

NATIONAL YOUNG RIDER FORUM CAMPAIGN :

The National Young Rider Forum (NYRF) has launched a new campaign, focusing on PPE and bike maintenance, to help keep young riders safe this Spring. In many cases, these riders are returning to their bikes after several months, meaning it is important to carry out maintenance checks.

Two infographics have been put together to firstly encourage young riders to check their lights and test their brakes. The second explores issues surrounding PPE, namely wearing the correct gear no matter the weather and properly tightening helmets at all times. Making sure a helmet is strapped or properly fastened is the most important action a rider can take before setting off. The infographics will be shared via the NYRF's social media channels throughout April at: [https:// newriderhub.net/nyrf/about/](https://newriderhub.net/nyrf/about/)

NEWS

And other bits

CONFIRMATION FINALLY :

The Government has reinstated the 2030 ban on the sale of new petrol and diesel cars, reversing the previous decision by the Conservatives to delay the phase-out to 2035. While the ban covers new petrol and diesel cars from 2030, some exemptions remain. High-end manufacturers such as Aston Martin and McLaren, which operate at low production volumes, will be permitted to continue producing petrol vehicles beyond that date. Petrol and diesel vans, as well as hybrid and plug-in hybrid cars, will also remain available until 2035.

DRIVERS FAIL TO CHECK :

Nearly one-fifth (17%) of UK drivers admit they skip essential vehicle maintenance checks before a road trip, new research from National Highways reveals.

In 2024, there were 282,949 reported breakdowns on the UK's motorways and major A roads. On average, surveyed drivers who have experienced a breakdown estimated nearly an hour of added delays to their journey. National Highways says while many of these breakdowns could have been avoided if car safety checks had been conducted, only 60% of those surveyed see these as essential, with many prioritising packing drinks and snacks instead.

The research, based on a poll of 1,487 adults, shows that prepping and packing the car adds 16-30 minutes on average to the total road trip time. For those travelling with kids, it typically takes longer (45 minutes to an hour on average). The most common tasks are packing drinks and snacks (86%) and spare clothes (86%), charging entertainment or mobile devices (77%) and making packed lunches (66%).

Only two-thirds (65%) check their tyre tread depth before a long journey, 66% check the oil level and top up if necessary and just 63% plan appropriate rest stops for their journey.

The main reasons why nearly a fifth (17%) of drivers put off doing vehicle safety checks before leaving the house is that they rely on someone else to do it (28%) or assume it's covered by their annual MOT check (21%).

Graham Feest Consultancy



Scan the QR code to navigate directly to the NNAM website

**DEADLINE FOR THE NEXT
EDITION OF "WHEELS" IS
3rd August 2025**

Vernon Clarke (Editor)



Chairmans Chat

Ian Cain

The Scottish Government has recently (5th March) finished a consultation on reducing the national speed limit on single carriageway roads in Scotland from 60MPH to 50MPH. At the same time the national speed limit for goods vehicles over 7.5 tonnes will increase from 40MPH to 50MPH on single carriageways and on dual carriageways from 50MPH to 60MPH. There is evidence to show that these changes could significantly reduce injury collisions while maintaining journey times whilst “improving journey time reliability”. The recommendations from this consultation will be published later this year.

The Scottish Government says they are working towards a goal of making Scottish roads the safest in the world by 2030, and this reduction in speed limits is part of that programme.

Should the Scottish Government decide to implement these changes I wonder if the rest of the United Kingdom will follow with the intention of reducing casualties and lowering pollution. There are a number of ways of looking at this:

- A) On many roads the amount of traffic keeps speed low regardless of the speed limit.
- B) Maintaining even 50MPH on some roads is a challenge and a test of driving skills.
- C) It seems the authorities are already willing to impose lower speed limits anyway so it won't make a huge difference. Driving along the A47 from King's Lynn to Narborough is an example of this. On this stretch of road you'll come across every speed limit except 20MPH.

Now might be time to get out and enjoy your favourite driving/riding road. Especially now that Summer is approaching.



An enjoyable evening was had by all that attended our Quiz Night at the Cringleford Pavilion on 12th February. Organised by our Chairman Ian Cain. Some of us were in teams of two and some decided to work singularly. From the off we were bombarded with questions on 'Cars, the Highway Code, Roads, Road craft and General Knowledge.

Out of a possible 38 points, the winner was Ian Slater with 21 points.



Photo copyright : Lara Slater



On the 12th March Sarah Doig gave an interesting talk on the strange, curious and mysterious stories from around Norfolk and Suffolk such as the famous black dog Old Shuck from the Beccles area. Many go back over the centuries and some with answers as to how they came about. If you didn't turn up then you missed a fascinating evening.



A fascinating talk was given to us on April 9th when Linda Scholes took us through her journey to become recognised as a UK citizen, with many trials and tribulations on the way.

She was born on a ranch in Washington State, where she worked on the farm in her younger days. Linda married a US Air Force man, which meant touring the world.

Eventually they were posted to England and ended up living at Great Barton, which brought another issue of losing her USAF pension if Linda was made British. After his retirement, her husband taught history on the bases.

Following his passing she went into business with their daughter doing property development and renovation, completing nine properties in five years.

To get started on the road to UK citizenship, Linda purchased an official guide book, and she and her daughter were required to see a magistrate in Cambridge. This cost them £40pp; now it is well over a thousand pounds. It required a driving licence, a marriage certificate, plus many other supporting documents, then swearing allegiance to the Queen. The final test was answering 24 multiple-choice questions from the book. These are totally irrelevant to most of us. Get one question wrong, and the whole process must be repeated including paying again and waiting for another appointment. Fortunately, both Linda and her daughter passed first time.

Some of the questions from the tests were thrown to us in the audience, along with the possible answers. Some we got right, some wrong, but overall we failed! If anyone is interested, the book you need is "**Life in the UK test study guide**" issued by the government.

It was a most enjoyable, informative, and entertaining evening.

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!

11th June - Leane Neve - RSPCA

9th July - Pete Goodrum - Norwich in the 1950's and 60's

10th September - Sarah Taylor - Police and Crime Commissioner

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 (Oaklands 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.

Motorcycling in a Transport Strategy

The National Motorcyclists Council has called for a full and proper consideration of motorcycling within transport policy.

In response to the DfT's call for evidence on an Integrated National Transport Strategy, the NMC says integrated transport should be about choice, not just favouring one or two modes of transport over others. The NMC feels that the forthcoming strategy should extend and enable individual choice, so that the full range of options are available and supported for those who seek an alternative to the car. Statistics show that the majority of motorcyclists are regular commuter or utility transport users, with over a million who ride regularly.

The NMC says motorcycles fulfil an important role in the overall transport network by reducing car dependency for those journeys where public transport provision is poor and distances mean that walking and cycling are not viable options.

The NMC seeks the following approach towards motorcycling:

- Integration within transport policy at all levels.
- Integration between motorcycling and other modes.
- Local policies which reduce rider vulnerability and facilitate journeys for those who ride.
- A refreshed Motorcycling Strategy to facilitate development of motorcycling as part of an overall integrated national network of transport.

Craig Carey-Clinch, NMC executive director, said:

“Motorcycling is a dynamic transport sector which, aside from being a viable and attractive alternative mode of transport, also represents a notable contribution to society, the environment and the economy.”



Kevin Smith

Observer Training Co-ordinator

There are many myths around driving. Here are just four that I've either come across recently or that crop up most often.

“I can exceed the speed limit by 10% plus 2mph and not be prosecuted”

This comes from the Speed Enforcement Policy Guidelines 2011-2015 produced by the then Association of Chief Police Officer (now known as the National Police Chiefs' Council). Despite the dates in the title, the policy is still in force and gives guidance to police officers on the enforcement of speed limits. The idea behind the policy is to ensure a consistent approach to speed limit enforcement across England and Wales and to retain public support and confidence. That said, they are only guidelines. There may be circumstances when it is right to prosecute someone for speeding below the thresholds in the guidelines. There will be no benefit in waving a copy of the guidelines at the magistrates to mitigate your case. If you're over the speed limit by any amount, you could be prosecuted.

“At roundabouts, I only have to give way to traffic already on the roundabout”

Rule 185 of The Highway Code states, *“When reaching the roundabout you should give priority to traffic approaching from your right, unless directed otherwise by signs, road markings or traffic lights”*. In most cases, with an averaged sized roundabout, it's often true that the traffic you're giving way to has already entered the roundabout. But with smaller roundabouts, and certainly mini-roundabouts, you may well have to give way to fast-approaching traffic before it has entered the roundabout.

“Advanced driving is about not using my brakes”

Good observation and planning can lead to reduced braking, such as when approaching a red traffic light or stationary queueing traffic and a by-product of this can be improved fuel economy and less wear and tear on the vehicle. But advanced driving is also about making good progress, which will need the application of the brakes. Acceleration sense is a wonderful thing, especially when you catch up with a slower moving vehicle and you match its speed without having to use the brakes, but when slowing from 60mph to meet a 30mph limit, for example, you're unlikely to be making good progress if you leave it to acceleration sense alone.

“If I'm involved in a road traffic accident I must call the police”

Assuming you stop at the scene and provide the details set out in rules 286 and 287 of The Highway Code there is no legal requirement to report the accident to the police. Even if someone is injured, rule 287 says if you can produce your certificate of insurance at the time of the crash to anyone having reasonable grounds to request it, such as the injured person, you have followed the law. However, with online insurance being so popular I expect few people print out and carry their certificates in the car.



Navigation Systems

A great aid to the older driver !

A new study from the University of East Anglia, reveals that over 65s rely more on help from GPS navigation systems such as Sat Nav or smartphone maps and those using GPS tend to drive more frequently – suggesting that the technology helps older people maintain driving independence.

(I am not sure that this applies just to the older generation as I believe many drivers now rely on being able to punch in a postcode and rely less and less on the road atlas etc.)

The team worked with 895 UK drivers (514 female) aged over 65 years with an average age of 71 years. The participants self-reported how often and far they drive, their subjective sense of direction, and how they use GPS navigation devices.

They also completed online cognitive tests assessing their memory and spatial abilities. The team then analysed the relationship between how people use GPS with their driving mobility and cognitive performance.

Senior author Prof Michael Hornberger, from UEA's Norwich Medical School, said:

“Driving is usually the preferred mode of transport among older adults, and it can be vital for maintaining independence, quality of life, wellbeing, and cognitive health as we age. But age-related cognitive decline means that people might experience worsening spatial abilities, leading them to drive less and less. Because we have an ageing population, it's really important to understand the factors that keep older people on the road, driving safely for longer. We found that a considerable majority of older drivers use navigation assistance at least for some journeys, and commonly for the entire journey to a new destination. Older people with a poorer sense of direction rely more on Sat Navs. But the really important thing we found is that those who use GPS tend to drive more frequently than those who do not, suggesting that these tools help mitigate against spatial orientation difficulties and help maintain driving mobility. This means that if we support older drivers with using GPS navigation, it could really help maintain their driving independence – keeping them on the roads safely for longer.”

The research, funded by the DfT, was led by UEA in collaboration with the University of Exeter, Oxford Brookes University, Chester Wellness Centre and the University of Leeds. The study is supported by the National Institute of Health and Care Research (NIHR) Applied Research Collaboration (ARC) East of England.

Graham Feest Consultancy

Blinded by Modern Headlights

Steven Akerman from Brian Barr Solicitors, says it is time for a conversation about modern headlights and their unintended impact on road safety.

Headlights are essential for road safety, but what happens when they become a hazard themselves?

As a solicitor dealing with the aftermath of serious road traffic collisions, I have seen first-hand the devastating consequences of collisions. While we often discuss issues like speeding, drink-driving, and mobile phone use, one silent but growing danger on our roads could be the blinding effect of modern headlights.

Advancements in automotive technology have brought us brighter, more efficient headlights. LED lights, now common on newer vehicles, offer greater illumination. However, they also pose an unintended risk – glare. Drivers often complain of being momentarily dazzled by oncoming headlights, obviously at night but also especially in wet conditions. This can lead to impaired vision, slower reaction times, and, ultimately, collisions.

According to a recent report by the RAC, when it comes to the effects of glare on drivers, 67% who suffer say they have to slow down considerably until they can see clearly again, while a similar proportion (64%) believe some headlights are so bright they risk causing crashes. The danger is not just for those in other vehicles. For pedestrians, particularly those wearing dark clothing, the risks are even greater. A driver struggling to recover from headlight glare may fail to see someone stepping into the road, leading to tragic consequences.

This issue raises an important legal question: who is responsible? It's unlikely that the driver of a vehicle with modern super bright headlights is at fault – after all, they are simply using legally approved equipment.

Equally, we cannot simply blame pedestrians for not wearing high-visibility clothing. While taking precautions is always advisable, it is unrealistic to expect every pedestrian to dress as if they are road workers on a motorway at all times.

Does liability rest with the driver experiencing the glare? Perhaps, but what did the driver do incorrectly? Driving without due care and attention? What could the driver do to avoid the situation from arising? It seems unfair to blame such a driver, but the reality is that this driver will be held responsible as at the end of the day, this person was the (inadvertent) cause of the collision. However, I believe this seems unfair and not satisfactory.

Instead, perhaps the problem lies in the regulatory framework that permits headlights to be so powerful that they become a danger to other road users? The responsibility must be shared between vehicle manufacturers, regulators, and policymakers who set the standards for road safety.

To tackle this problem, I believe we need a multi-faceted approach:

Regulation and testing – Current headlight regulations should be reviewed to ensure that while visibility for drivers is improved, it does not come at the cost of endangering others. The intensity and angle of headlights must be carefully controlled.

Public awareness – Drivers should be educated on how to adjust their headlights properly especially when using high beams or adaptive lighting systems. Likewise, pedestrians should be made aware of how to stay visible at night.

Improved road design – Better street lighting, clearer pedestrian crossings, and anti-glare road surfaces can help mitigate the impact of blinding headlights.

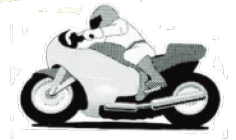
While some may argue that this is just a side effect of modern technology, the reality is that any road hazard must be taken seriously. A danger is still a danger. Especially if it increases the risk of collisions and injuries. Just because high-powered headlights are legal, does not mean they are always safe. As someone who represents individuals suffering from chronic pain, fibromyalgia, catastrophic injuries, and life-altering conditions due to road collisions, I believe it is time to address this overlooked danger. No one should suffer lifelong consequences because a simple aspect of vehicle design was not sufficiently regulated.

The responsibility falls on all of us – drivers, manufacturers, policymakers, and road users alike – to ensure that our roads are as safe as possible. It is time for a conversation about headlights and their unintended impact on road safety.

Steven Akerman from Brian Barr Solicitors,

Graham Feest Consultancy

Membership matters



A big thank you to all you members for your support and renewal of membership and a big thank you to all that sent in the extra £3. Unfortunately several of you have still not updated your Standing Order to the latest amount of £15. There are still several members that have only submitted £12 and if you are one of these you will not have received this copy of Wheels, we do not wish to lose any of our members. So!

If you have any questions about membership please give me a ring or speak to me at the Norwich Group meetings. Whether it is about how much to pay, or if you have paid or when you have to pay, or if it is non-receipt of the group magazine, please call me first as I hold the membership list and print the labels for your magazine.

If it concerns new members, then I am the person with the details and application forms. Your subs mean a lot and will help us continue providing Monthly Meetings and the newsletter, as well as spreading the Advanced Driving and Road Safety messages including running the Associate scheme. It is less than 25p per week and remember we are a registered charity and no one in this Norfolk & Norwich Group gets paid.

A number of you moved house last year and you told the butcher, baker, the candle stick maker and me, plus a few others as well ~ you were very good and you notified everyone. But some members who moved forgot poor me!

Now what am I supposed to do? Your old magazine has been returned ~ "Gone away" so I have no idea where you are, you know but I do not. So come on be a good sport and let me in on the secret. I can do a lot of things but mind reading and being psychic are not two of them.

If you change your address I need to know. If you only tell IAM RoadSmart Head Office I do not know as they do not pass that information to me and if I get your magazine returned I delete you from our mailing list.

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<< 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 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.

Fen Riders

Ride Out Calendar 2025

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

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

Month	Date	Destination
May	11 th	The Parlour, Binham Priory
May	25 th	Southwold
June	8 th	Bircham Windmill
June	22 nd	Foxton Locks, Market Harborough
July	13 th	Alby Tea Rooms. Erpingham
July	27 th	Humber Bridge Garden Centre
August	10 th	Old Buckenham Airfield
August	24 th	Stonham Barns, Stowmarket
Sept	14 th	Kingfisher Cafe, Walcott Beach
Sept	28 th	Willingham Woods, Lincolnshire
Oct	12 th	Krazy Horse, Bury St. Edmunds
Oct	26 th	Wymondham Mill, Melton Mowbray
Nov	9 th	Route 11 Cafe, Wymondham
Nov	23 rd	Keysoe Equestrian Centre, Kimbolton
Dec	14 th	Wells Beach Cafe
Dec	28 th	TBC. Weather dependent

Tyres and Riders

TyreSafe has released new guidance for powered two-wheeler (PTW) riders as motorcycle season approaches. Following a 20% rise in new motorcycle registrations in 2024, with December alone seeing a 114% increase, TyreSafe is working to ensure new riders have access to tyre safety advice.

TyreSafe encourages all riders – from commuters to leisure riders – to check their tyres for air pressure, condition, and tread depth before each ride. With 39% of the PTW market made up of smaller bikes, often ridden by less experienced individuals, it's crucial to ensure tyres are roadworthy to prevent incidents. TyreSafe's new suite of motorcycle tyre safety resources offers guidance on maintaining tyres for safe and sustainable riding.

TyreSafe has announced a strategic partnership with BikeSafe, the UK's number one police led motorcycle safety initiative.

<https://www.tyresafe.org/tyre-safety-resources/>.

Graham Feest Consultancy



International Bomber Command Centre

A nice morning and 11 riders turned out for a ride to the International Bomber Command Centre high on the southern edge of Lincoln. As usual we rode in two smaller groups to keep things simpler and safer, both groups taking routes across Lincolnshire. Once off the A17 the roads got more interesting and a pleasure to ride on.

My group were enjoying the ride until we got to a busy T junction where two of us got out before the other three. Although we waited further down the road, we managed to miss each other so the two of us continued on to the IBCC. More good roads, ideal for motorbikes.



On arriving we headed immediately to the cafe for coffee and cake as usual and after that wandered around the site. It's an interesting place, the main memorial is a metal structure the size

of a Lancaster's wing standing upright and dominating that part of Lincoln's skyline. There is a steel memorial wall listing the aircrew who died along with individual memorial stones commissioned by families lining a pathway. There is also a temporary display of thousands of ceramic poppies with the shape of a 2nd World War bomber on the middle. From the memorial is a spectacular view across Lincoln to the cathedral on the other side of the Witham valley. The rest of the gang still hadn't arrived by the time we were ready to leave, apparently they stopped for a break at a garden centre cafe on the way. They all arrived eventually after we had left.



Everyone got home safely, a destination that is well worth a visit. Thanks to everyone for their company and to those who lead groups.

Jan Cain

13th April BURE VALLEY RAILWAY

The unseasonably warm weather for early April enticed 14 riders to turn out for a run to the Bure Valley Railway in Aylsham. Splitting into 3 groups led by myself, Ian C and Steve C we took a convoluted route of around 50 miles, or 70 miles if you were with Steve's group ☺ The benefit of no rain for nearly a month was apparent as the roads were thoroughly dry including any farming or roadside detritus that often blights a ride. Consequently, it was a very enjoyable trip on some of Norfolk's finest B roads with minimal traffic.



The Bure Valley Railway was opened in July 1990 and is a major tourist attraction within Norfolk, which welcomes over 100,000 visitors a year. With a small team of dedicated staff and volunteers, the railway operates on a not for profit basis. The Railway is built on the trackbed of the former Great Eastern Railway between Wroxham and Aylsham. Originally opened in 1880 the line survived for passenger traffic until 1952. The line did, however, survive for the purpose of carrying freight, a role it performed until it was formally closed by British Rail in 1982. There is ample parking and it is well worth a visit especially if you have young ones to entertain.



Ensnconced within the railway is the Whistlestop café, serving a variety of snacks and beverages which went down well with our party, by far the largest in the room. As usual the company was friendly and entertaining and we welcome any of our 4-wheel colleagues to join us at any of our published destinations. More information can be found on the NNAM website or **Wheels** magazine.

The ride back took a scatter gun approach as many of the riders made their own way back. It was a great turn out and thanks to Ian and Steve for leading their respective groups.

Cheers **Dave C**

23rd March Ruskington Garden Centre

Our ride today was meant to be to Byard's Leap Cafe on the A17 near RAF Cranwell. However, we discovered that the cafe has closed so our destination was changed to a garden centre in the nearby village of Ruskington. Our Secretary Elke found this and a good choice it was, easy parking and a really nice cafe.

It wasn't a bad day, 12 riders turned out so we rode in three groups of four. Thanks to Steve C and Dave R for leading the other two groups. Despite the change of destination our planned route didn't change much but we passed the RAF College at Cranwell, a really impressive building in well kept grounds. This brought back memories for me, I was in the RAF and Cranwell was my first posting after finishing my apprenticeship. I didn't get to go into the College though, that was for officers only, other ranks worked on the airfield side of the station.

Our ride was a mix of the busy A17, and quieter A roads once we got nearer our destination. You don't have to go far to find nice roads in Lincolnshire and they're all well maintained.

Not too much traffic on Sunday morning, but there were opportunities to practice a bit of overtaking.



After the obligatory cakes/sandwiches/tea & coffee we came home by a more direct route with people peeling off to their different parts of the Fenriders area. Another good ride in good company so thanks to all who turned out.

Jan Cain

9th March Whitwell Station, Reepham

As you would expect on a March day that felt more like a Spring day, there was a good turnout for this ride. 12 bikes, one with a pillion, came along for a ride to Whitwell Station heritage railway, popular with bikers for its restaurant, ample parking, and outside seating. The old railway line is now a walking and cycling trail so the station is also a popular refreshment stop for them.

From King's Lynn all we had to do was follow the B1145 to Reepham, about 50 miles. The B1145 is a lovely road with sweeping bends and also more technical sections, always a popular choice for a ride.



Among the riders were two recently joined members, and the daughter of a member who had only recently graduated to a bigger bike, so she came along with her Dad to see what we are all about. Hopefully she'll join the Group in the future.

Having all arrived safely and bought our chosen refreshments, some of us sat outside to enjoy the unseasonal sunshine and put the world to rights. We were slightly put out by the noise of a diesel shunting engine, it's smell, and the clanging and banging as it moved various carriages around. I suppose we should have expected that given we were in a railway shunting yard.



We spent about an hour at the station before all setting off home in varying directions. Thanks to Dave R for leading a group and to everyone who rode with us. Spring is on the way so maybe we can expect this sort of weather for all our rideouts.

Jan Cain

23rd February Blue Sky Cafe Cromer

Seven riders in two groups set off on a mild, dry, but overcast day heading for the Blue Sky Cafe on the clifftop at Cromer. I led my group over the "heights" of West Norfolk through Bircham and Burnham Market to Wells, and then along the coast road through Sheringham to Cromer, Dave R led the other group on a more roundabout route apparently including some very rural roads. We all arrived about the same time and found plenty of space to park by the cafe.



The Blue Sky Cafe is well named. Being close to the cliff edge it is surrounded by sky, and is painted blue. Nice coffee and cakes as well, vital for our rideouts.



I took a direct route home via Holt and Fakenham, followed by Secretary Elke, Roly Batchelor, and Bob Walker. Roly left us at Fakenham to head down to Wymondham while we carried on the King's Lynn. It was quite windy on the way back, gusts through gaps in roadside hedges were knocking us about quite a bit. Unnerving at times.

Thanks to those who turned out for their company, another successful ride out.

Jan Cain

9th February Bawdeswell Garden Centre

It was a great turn out for early February even though the cloudy sky was umbriferous preventing the roads from drying out. 11 bikes eventually set off for Bawdeswell, although undoubtedly there would have been 12 if that raconteur Dave R wasn't sunning himself at the Dragon rally. We split into 2 groups, Ian C was planning to take the B1145 for most of the way, whilst I took my group left at Litcham up to Fakenham then down the Norwich road to our destination. The roads were filthy and greasy necessitating a great deal of care on the tighter bends, however we were untroubled by a low sun and there was minimal traffic on the route.



Bawdeswell Garden Centre is an independent family owned business that has served the area for over 40 years. More than just a garden centre they also boast the Reeves Parlour Restaurant, a Millennium Garden, Treetops Adventure Play Area and Bluebell Square Indoor Shopping Centre. Most importantly they meet the Fen riders' minimum criteria of providing cakes and coffee with ample free parking. After spending a convivial hour catching up and meeting new members (welcome Jo) we split up to make our way back.



The return journey was slightly better as the roads had partially dried but that did nothing to lessen the machinations of the road grime to coat the bikes with a thick grey patina. 50-mile journey, an afternoon's cleaning, why do we do it?

Kind regards **Dave C**

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