

# WHEELS

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



Summer 2026

**ALL  
MEMBERS  
ARE  
WARMLY WELCOMED  
TO**

Join us for NNAMs' 60th Anniversary Celebration on  
**10th June at 7:30**  
at the Cringleford Pavilion

A fantastic milestone marking six decades of our driving  
community, achievements and shared memories.

Come and meet friends and other members.

*Please note this event is open only to members plus one guest*

*To attend you **MUST RSVP** no later than the **1st June**  
to the Social Media Secretary Lara Slater*

*Via Email: **socialmedia@nnam.org.uk** or Tel: **07766 733534***

*We make better drivers and riders*



Life President: Martin Woodhouse

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# Secretary's Desk

**Welcome and a fond farewell as Secretary!**

NNAM has been rather busy across the board. Our mobile display unit recently saw good opportunity when they collaborated with the Norfolk Advanced Motorcyclists at The Forum, Norwich last month. The theme being Road Safety and the benefits of our courses. Joining them was also the great charity Norfolk Blood Bikes. Keith Mace, our MDU manager was pleased with the day overall and picked up some good leads and conversation.

We're seeing a stable increase in new associates joining, keeping our newly appointed Membership Secretary, Neil Spinks, on his toes. Of course that keeps things turning for our great observers too.

My page here is quiet this month whilst I look forward to different challenges ahead. I will always have the good memories and friendships forged during my time in this position. Thank you all for your trust, encouragement, and good humour throughout my tenure - here's to continued

success for us all in the future and to Neil Spinks taking over as Secretary whilst maintaining his role as Membership Secretary.

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You're also just in time to celebrate six decades of our branch being established. Hope to see you at our party at Cringleford on 10<sup>th</sup> June at 19:30. Be sure to RSVP ahead.

Enjoy the summer and our magazine content by our great Committee and top Editor!

*My best wishes*  
*Elke*



# Bob Tash

## Associate Training Coordinator

The sun is shining; Spring is here and this all bodes well for recruitment. At this time of year driving and driving pleasure increases as people want to enjoy the great outdoors. Usually, the number of new applications to take the Advanced Driving Test rises accordingly. This interest will also be boosted by our Mobile Display Unit visiting various events so enabling face to face contact and encouraging more people to join. Many thanks to Keith Mace for his years of looking after the unit and towing it to all the summer events.

This is all good news for the Group. We currently have 22 Associates paired up with our Observers and a further 16 on the waiting list and these numbers are likely to increase this summer. That's a total of 38 all together, which is remarkable. On the basis that each new Associate probably takes 8 to 10 sessions, perhaps weekly, that would take 380 weeks or 47 for each Observer. That's a lot of work. Remarkable but also challenging for our 8 Qualified Observers. Purely mathematically that calculates to 4.75 Associates for each Observer. It doesn't work out like that in reality as geographically more recruits are usually concentrated at or near Norwich where we have two Observers.

Travelling further to meet with an Observer is becoming more of a necessity.

So, this is my usual plea for anyone out there interested, please consider becoming an Observer to help our Group.

In the same vein and as you will be aware from others and our chairman we also desperately need more help on the committee. The same bodies are taking on more and more work which is very unfair as we are all volunteers who give up our time. There is more in this magazine about the vacancies, some of which are not particularly onerous, so please help out, it's not much to ask and I know you will enjoy it.

Currently Neil Spinks, who took over from Martin, has also agreed to be our secretary. Please, please put yourself forward to help your Group. We cannot go on like this and we mustn't let the Group fail.

On a more light hearted note after my rant, I was fortunate to enjoy a recent short break in Florence. We have heard stories about Italian drivers and I guess this applies to the taxi drivers as well. Taking a taxi from Pisa airport to the leaning tower I was amazed, no appalled, by the taxi driver multi-tasking. Driving through very busy urban areas while talking to his office, setting his next pick-up route on his facia mounted iPhone, listening to music on the car radio and watching a tv programme on his iPad. I wonder if he passed his Advanced Driving Test!

### NEW ASSOCIATES

Miss Louise Lay      Downham Market  
Dr. Jeremy Russell      Dersingham  
Mr. Justin Smith      Norwich

### NEW ASSOCIATES

Mr. Stuart D'Costa      Feltwell

### TEST SUCCESSES OBSERVERS

Lucy Sidey      Swaffham      Pam Medlock  
Andrew Nicholson      Scarning      Martin Stacey



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**

# NEWS

And other bits

Please note, another change of rideout times.  
See rideout calendar page 13

DEADLINE FOR THE NEXT  
EDITION OF "WHEELS" IS  
2nd August 2026

Vernon Clarke (Editor)

If you are insured with **Adrian Flux**  
(see back cover) make sure you tell  
them that you are a member of the IAM.

**You should get a discount**



Scan the QR  
code to navigate  
directly to the  
NNAM website



## The Only Way Is Norfolk ·

Can we PLEASE talk about the Norfolk 45mph Brigade?

You know who you are.

60 road? 47.

50 road? 39.

National speed limit? Apparently a personal challenge to see how many cars you can stack up behind you like it's the A47 parade route.

"It's safer."

No. It isn't.

If it's a clear, dry day and you're crawling along 12mph under the limit with nothing in front of you, you're not being cautious — you're being unpredictable.

You cause:

- Tailbacks
- Dangerous overtakes
- Road rage
- Tractor-level traffic flow

And before someone says "it's a LIMIT not a target" — correct. But it's also not a suggested maximum for Formula 1 drivers only.

If you're physically incapable of driving at 60 on a straight, open Norfolk road in broad daylight, maybe the problem isn't the speed limit.

Maybe you need:

- A refresher lesson
- Glasses
- Or a bus pass

And don't get me started on the ones who suddenly remember how to drive when the dual carriageway appears.

Genuinely asking — why are so many people here allergic to the accelerator?



# Chairmans Chat

Ian Cain

As I'm writing this in early April the Sun has really made an effort and it's very warm. I took one of my Grandsons to a pre-season cricket coaching camp near Downham Market and what a beautiful spot it was. Glorious countryside, well kept pitch and pavilion, with the sun out, and lots of youngsters enjoying cricket and the fresh air. There's a lot of bad news about at the moment but a scene like this really lifts the spirit.

You'll probably be aware by now that we have found a new Group Secretary. This isn't a new Committee member, but an existing member taking on extra work to keep **YOUR** Group running. We now have 3 vacant posts, but still keep the Group running by load sharing across the Committee. Perhaps any member who might be interested in joining the Committee would like to join us at a Committee meeting to see if they'd like to help out. We meet every other month, (6 times a year), for a couple of hours. If you think you might be interested please contact me. My details are in the front of this magazine or in person at a group meeting.

It's been suggested that Observers be encouraged to bring their Associate to a Group meeting. It can be daunting to enter a room full of strangers but maybe they'd like to come along with someone they know. It's hoped that this may bring in more members to the social meetings. If you live in the West of the County, there are a number of us who travel to meetings together if that would be of interest. Again, contact me if you're interested.

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## DANGEROUS AND INCONSIDERATE PARKING

A CCTV car is being introduced by Leicestershire City Council to combat illegal parking issues and to support enforcement procedures following frequent complaints about 'dangerous, inconsiderate and illegal parking'.

A statement from the council confirms that the complaints had most commonly been about areas outside schools, as well as bus lanes and bus stops. To help tackle these issues, the vehicle will be deployed in areas that have no fixed camera enforcement and where illegal parking creates safety risks. This will include the monitoring of red routes, clearways, and zigzag markings on school streets.

Let's hope Norfolk takes up this idea too (Ed).

Graham Feest Consultancy

# 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!

When attending meetings, photographs may be taken and you could be in view and may be published in our magazine or on our other media platforms



## 13th May - Neil Spinks - Cross Keys Bridge

Neil will be talking about the Cross Keys Bridge, its construction and importance as the only river crossing between Norfolk and Lincolnshire.

## June 10<sup>th</sup> - 60<sup>th</sup> Birthday Celebrations

### 8<sup>th</sup> July - Pete Goodrum - Norwich in the 1970's

*A sequel to his previous talk on the 60's*

### 9<sup>th</sup> September - Norma Howell - Medical Dog Detection

*The video presentation highlights the work of both Bio Detection Dogs and Medical Alert Assistance Dogs at the Medical Detection Dogs charity (founded in 2008) and the ways in which they are trained to do life-saving work with non-invasive detection of the odour of human diseases. Our Bio Detection Dogs detect for cancers from clinical samples. The charity's aim is that its Bio Detection Dogs' pioneering work with Universities and NHS Hospital Trusts will help scientists and clinicians to diagnose in a faster and cheaper way that will continue to save lives.*

### 14th October - Neil Haverson - Ink in My blood

*The history of the Eastern Daily Press from its launch in the 19th century with a look at my 50+ year career in the newspaper industry and the publication of my memoir "Ink in My Blood."*

### 11th November - Neil Marshall - RNLI and my retirement

*Neil, has worked as a partner manager in the financial crime compliance industry for 17 years. Upon his retirement, Neil set sail for six months in his 29ft sailboat to attempt a circumnavigation of Great Britain raising money and awareness for the RNLI and British Heart Foundation. Having survived a heart attack 11 years earlier, he was keen to take on his personal challenge. Neils talk will encompass the RNLI, the circumnavigation of these beautiful isles and some of the brave selfless RNLI volunteer's he met along the way.*

### 9th December - Hayden Charles - Rope Making, a lost Norfolk trade

*Local roperies were once common providing rope, twine and other cordage for shipping, fishing, agriculture and anyone who needed to tie down a load. From the raw materials to how rope is made, including a demonstration. The talk will move to highlight Great Yarmouth and Norwich, Town planning, church bell ropes, bankruptcy, local archive material. A trade which flourished until the end of the nineteenth century before disappearing leaving few traces in the twentieth century.*

#### 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.

# What You missed



Neil (our membership secretary) was not sure if he could cope with retirement. This encouraged him to look for something to occupy his time with.

He now holds an HGV licence and occasionally takes to the road. Neil is also in a position to train those wanting to become HGV drivers.

There's a lot more to HGV driving than just jumping in and away you go



You have to consider vehicle weight, load weight and distribution on the trailer if you have one, this varies with the type of vehicle and the number of axles. Some trailers are made for a specific load or type of load and may have air suspension. Apparently there's no set height for any particular trailer type but five metres is the absolute maximum.

Fuel consumption has many variables and could be around seven to nine miles per gallon. Aerodynamics plays a part in fuel consumption and can increase it by 40%. Keeping the vehicle moving is important too. A fitted cruise control and GPS unit work together reading the road and the topography of the land which automatically changes gears, preparing the vehicle for hills.

An interesting evening, I think we all went home with a little more knowledge of these giants of the road.

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Our final talk from Wally Webb was called "Adventures of the Norfolk Broads - what you may not know" He started boating on the broads when he was working on the radio.

- Along the River Wensum in Norwich you come to the bridge in Duke Street, so called because it was near the Duke of Norfolk's Palace. The bridge has been replaced and modernised now but part of the original bridge can be seen across the entrance to the underground Castle Mall car park.
- Fye Bridge was originally a timber bridge. There is nearby old chucking stone blocks for dunking witches.
- Peters Bridge is in the shape of a 'J' (which can be seen from the air) and was paid for by the Jarrold family.
- Bishop Bridge is one element of the city's medieval defences. The surviving stone bridge is said to date from about 1340 and replaced an earlier stone and timber structure.
- Pulls Ferry was the entrance to a canal to convey stone for building the Cathedral in the 12th century. In the 15th century an arched gateway was built over the canal and the ferry house was built a century later.
- Further down the river from Norwich is the Old Swing Bridge. This was the first of its type to take a steam train over a river. The modern bridge is the first to take an electric train over a river.
- Off the new cut at Thorpe St. Andrews's is an area that was once used for arming rescue boats during WW2, it still has one wreck in the middle. Surlingham Broad has wherry wrecks across it which can be seen at low water, also known as Bargate. The same also at Rockland Broad where Jerry's were scuppered deliberately to stop Hitler's flying boats from landing

In total there are 120 navigable miles of the broads, 32 bridges and approximately 12,500 boats using the broads but not all at once. On average eight people a year are injured on the broads.

An interesting evening with too many facts and figures to mention



## PAVEMENT PARKING

The Government has announced plans to introduce new regulations allowing local authorities outside of London to enforce against pavement parking. In 2020, the DfT held a consultation on the matter, the findings of which have ultimately led to the proposed new regulation.

The measure is one of many tabled in the English Devolution and Community Empowerment Bill, designed to give local authorities the powers to prosecute people who unnecessarily park on the pavement making it difficult for wheelchair users, people with visual impairments, and parents with pushchairs.

A pavement parking ban has existed in London since 1974, with offenders fined between £140 and £160 depending on where in the city they park. In Scotland, a ban was introduced in 2025, with drivers facing a £100 penalty, reduced to £50 if paid within 14 days.

However outside Scotland and London, no such general ban exists. Currently, councils in England must consult on and implement separate Traffic Regulation Orders (TROs) to ban pavement parking on specific roads but should the new regulations come into law it will make it easier for local authorities to introduce such a ban in their jurisdiction.

Graham Feest Consultancy

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### What you missed Contd.



David Fourstar, an engineer in his own right gave us a talk about Ronart Cars.

Ronart Cars was a British sports car manufacturer and constructor of bespoke sports cars which could also be purchased as a kit for self construction and road use.

The company was founded in 1984 by Rona and Arthur Wolstenholme and based in Peterborough. Based on the F1 Vanwall from the 1950's the W152 was manufactured under licence by Vanwall for ten years. Vanwall closed in 2013. A hand made Vanwall F1 road going car would have set you back around £50K.

If you purchased a Ronart kit you then had to buy a scrap Jaguar XJ for the engine and running gear. David bought a donor car in Holland which at one time in it's past life was used in the criminal world. The V12 engine has now been modified by David for safer and better running, such as the cooling system for a start. On first testing too much torque stripped one half-shaft. David has made many of the parts himself including the mudguards and the inlet trumpets. Although based on the Jaguar and some of its parts the steering rack is from an MG. He fitted the old dashboard in so that the car could be taken for an I.V.A. test for safety and road worthiness where the seatbelt anchorages are checked to a six ton pull. All approved for the D.V.L.A.

I must admit it sounded nice when it left the car park. (Ed).



## HIDDEN POTHOLES

The constant rain this year has led to a sudden spike in drivers being caught out by potholes hidden in puddles according to the RAC. Reports from broken-down drivers about potholes last month averaged 225 a day, nearly 3½ times the 66 a day seen in the same month last year and more than five times the 43 a day recorded throughout all of 2025.

In February 6,290 members reported potholes when logging their breakdowns compared to only 1,842 in the same month in 2025. Reports of potholes peaked at 336 drivers on February 6th – more than 2½ times the highest number seen last year (141 on December 19th). January saw 5,106 mentions – an average of 165 a day compared to just 63 in January 2025 – making for a total of 11,396 so far in 2026, an average of 193 a day.

Graham Feest Consultancy

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## DRIVING LICENSES REVOKED

Over 37,000 drivers in the UK have had their licenses revoked after failing or refusing to meet the new eyesight standard, according to new Freedom of Information data obtained by Marshall Motor Group, one of the UK's largest motor retailers.

Around 8,000 motorists per year are found not to meet the minimum legal standard (32,944 since 2022). A further 4,177 bus and lorry drivers have had their licences revoked or refused since 2022 due to eyesight standards.

Under UK law, motorists must be able to read a standard vehicle number plate from 20 metres away, which is roughly five parked cars, wearing glasses or contact lenses if they normally use them. Police have the authority to carry out immediate roadside eyesight tests if they are concerned about a driver's vision. Where a motorist fails to meet the legal number plate requirement, officers can notify the DVLA directly and begin the licence review process. Drivers who fail the test no longer meet the legal eyesight standard required to drive.

As expected, the highest numbers are seen in older age groups, reflecting the natural impact of age-related vision changes. However, more than 6,500 drivers under the age of 55 also lost their licences during this period because of vision issues, highlighting that eyesight deterioration not only affects later life.

Across the four-year period, the data shows that drivers aged 40–69 account for most of the professional licence losses due to poor eyesight. However, beyond these statutory requirements, there is no universal obligation on employers to arrange additional routine eye tests.

Graham Feest Consultancy

Data shows that eyesight-related licence loss across all age brackets

under 25	1,468
25-30	2,273
40-54	2,785
55-60	6,361
70-79	10,794
80-89	8,060
90+	1,202

# An article in Motoring News from July 1955. Only 4<sup>D</sup>

(it reads)

A "Motoring News" survey has shown that 80 percent of British motorists dislike the flashing-type indicator. Few of the other 20 percent, like them in their present form on most cars. Yet every day thousands of new cars equipped with "flashers" are destined for the home market roll off the production lines of car factories in this country.

In Birmingham, the city Police have banned the use of flashing indicators on their cars after considering reports from patrol car drivers. Mechanics were instructed to remove the "winkers" from police cars and fit the more familiar semaphore type.

The head of the traffic department, Chief Superintendent Palmer, said that while both types of indicator are legal, the Birmingham police considered that the semaphore type gave a clearer signal both by day and night.

Commercial travellers at a Harrogate conference, called on the Transport Minister to ban winking indicators because of the confusion they caused. Curiously enough they also demanded the standardisation of double dipping headlamps - a device which appears to rank second only to "winkers" in the motorists' popularity poll.

## COMPLAINTS

The motoring organisations say they have received complaints from members who comment that winking lights are confusing. Their view is that the efficiency of winking lights depends very largely on where they are placed. The type used on the edges of roofs of some London taxis give a very clear indication of the driver's intentions, they say, and cannot be confused with brake, side or rear lights.

Now, as the protests become louder, the Society of Motor Manufacturers and Traders - representing the British motor industry have issued a statement.

They point out that although "flashers" have been used generally in this country for under two years, they have been in use in other

parts of the world for much longer. They were legalised in Britain on January 1st 1954 so that British cars would not be at a disadvantage in North America where "winkers" have been fitted for nearly ten years, and where British manufacturers were forced to fit them to their own export models.

This was the reply received from one motorist who was asked for his views on flashing indicators.

Rear lamps, side lamps, spot lamps, headlamps  
White lamps, amber lamps, green lamps, red lamps  
Shining through the darkness,  
Lighting up the nights.  
What would I not give to see,  
A few less blinking lights !  
Dashing lights, flashing lights,  
Blazing on the highway;  
Weary lights, bleary lights,  
Shine in every byway;  
Alas to be upon the road  
When the sun is sinking,  
And every shade of ruddy glow  
Beguiles its blinking winking.

"Flashing indicators have also become widely accepted in Western Europe and other countries to which British models are exported in large numbers" say the society.

The statement then declares that it is impracticable to have two different systems for home and export, and it is for this reason that home models are also fitted with flashing indicators.

Many British motorists probably wonder why they must accept what the foreigner prefers.

The rest of the article was not available.

# Membership matters



Neil Spinks

Hello Everyone and welcome to the Summer Edition of Wheels Magazine.

As you may well be already aware, 2026 marks the 60<sup>th</sup> Anniversary of NNAM which is a notable achievement for the group.

We continue to add New Associates, both car and motorcycle to our membership base and also to return an encouraging number of test passes which is great news for those concerned and for road safety in general.

**What is not so positive however is the disappointing level of support from members for the running of the group at Committee level. There have been vacancies flagged up over the last year or so for help with the Mobile Display Unit and for a Shadow Webmaster to prepare for future takeover. The most important request recently has been to find a new Group Secretary to take over from Elke who is having to stand down for health reasons. Multiple requests have been put out including announcements by the Chairman at Social Events, emailed updates from Lara and requests via the group website for a new Secretary but with no success.**

As the role of Secretary is essential under the terms and conditions of running our group we need to fill that position. In order that we can continue, in the absence of any others coming forward, I have offered to take on the role myself. This however is not a solution as I will now have two roles for which I will be responsible. This is essentially running the group with less people doing more work.

I am sure you all can appreciate, this is not a satisfactory way to function and not sustainable in the long run. For this reason, I urge any of you fellow members who have the time or interest to help or assist with any of the roles held by current committee to come forward and find out more.

Contact details for all of us on the committee are in the front of this Wheels magazine and we would be so grateful to hear from you.

## **NNAM NEED MORE COMMITTEE MEMBERS AND OBSERVERS**

### **ARE YOU ABLE TO HELP US?**

#### **<< 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.

# Fen Riders

## Ride Out Calendar 2025

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

All rides leave at 9:30am

If you have any questions please contact the rideout coordinator

“ All photos in the following articles are the copyright of Fen Riders ”

2026

Month	Date	Destination
June	14 <sup>th</sup>	Bircham Windmill
June	28 <sup>th</sup>	Foxton Locks, Market Harborough
July	12th	Alby Tearooms, Aylsham
July	26th	Harbour View Cafe, Grafham Water
August	9th	Parlour Cafe, Binham
August	23rd	International Bomber Command Memorial, Lincoln
Sept.	13th	Blue Sky Cafe, Cromer
Sept.	27th	Anderby Creek Cafe, Skegness
Oct.	11th	Whitwell station, Reepham
Oct.	25th	Norfolk Tank Museum, Long Stratton
Nov.	8th	Vine House Cafe, Deeping St. Nicholas
Nov.	22nd	Kingfisher Cafe, Walcott
Dec.	13th	Wells Beach Cafe
Dec.	27th	TBC

### 26th April Bure Valley Railway Aylsham

Ten riders turned up for our ride to Aylsham. Only to be expected on such a nice day. It was especially nice to see our Secretary Elke joining us after a long spell of ill health. We split into two groups of five for a scenic ride across Norfolk on some wonderful B roads. You don't need to go very far to find lovely riding roads in our part of the world.

I usually use an app called "My Route App" to let people know the suggested route. This can then be downloaded onto satnavs so we all know where we're going. However there is usually someone who uses their own route so we never end up at our destination at the same time. So it proved this time. I led a group on my suggested route which took about an hour. The other group, led by our Chief Bike Observer, didn't arrive until we were well into our tea and cakes at the station cafe.. Something to do with twisty routes.



Or maybe they just got lost. I must admit that I took a wrong turn in Aylsham, poor signing in my opinion, so we had to do a U turn. Still got there first though.

After refreshments and interesting conversation we had a quick look around the station before setting off for home. Thanks to all who turned out to keep me company. Let's hope this weather is a sign of the Summer to come.

Ian Cain



### 12th April Krazy Horse

It is a glorious spring morning; sunny, dry and with just a hint of chill in the air to justify that extra layer. Assembled at the bazaar are twelve eager riders, some recently emerged from hibernation (whether as beautiful butterflies or sleepy-headed bears, I leave to you to decide).

There's not much chrome in evidence, but what there is sparkles in the sun. There is a published route, but the leader of our group, Steve S, has gone rogue. Second-guessing to no effect, we follow a magical mystery tour (try to read that without singing) through a network of twisty Breckland lanes, seemingly alike but all with their own charm. The roads are dry, the potholes few; sand drifting in from the verges and accumulating on the crown of the road keeps attention focused.

The Woodland Alliance make a token effort, a suicide pigeon taking half-hearted aim at our leaders head, deftly avoided. A civilian duck, ducklings in tow, follows Tufty's advice and the spectre of collateral damage is avoided. Our destination, approached obliquely lest it notice us and shut its doors, is Krazy Horse in Bury St. Edmunds, purveyor of

~~overpriced~~ reassuringly expensive boutique and custom bikes. Their cafe has a much more egalitarian approach, though - good quality, simple food at reasonable prices - and is usually busy (at least it is when twelve of us descend on them).



We retrace our steps with a reconfigured group, while others disperse, scratching their own itches. Thanks to Steve S and the other group leaders for a great day out... and until next time, keep biking! .

Dave Robins



### 22nd March Byards Leap

Our ride on the 22nd was to Byard's Leap Cafe where the old Roman road Ermine Street meets the A17 in Lincolnshire, our first visit since under new ownership.

Eight of us gathered at our meeting place in the Sainsbury's car park King's Lynn, and after a bit of chat we split into two groups of four for our ride. Whenever we go North from King's Lynn we have to spend some time on the A17, the monotony only being relieved by overtaking slower traffic. Fortunately we weren't too long on this road before we cut across towards Spalding and then Bourne where the far nicer roads start. I'm not sure what this part of Lincolnshire is called, but it's completely different from the Fenland we had just ridden across. The A151 climbs and dives and has more than enough bends to be entertaining.

My proposed route meant to leave the A151 just outside Corby Glen and cut across country, and the riders led by Dave R went that way. But I missed the turn and took my group further along the wonderful A151 to Colsterworth where we joined the A1 for a few hundred meters before riding along another great minor road to join the planned route at the Spittlegate roundabout. Nobody mentioned my error so I think I got away with it. Then it was the old Roman road, predictably straight, to Byard's Leap.



The cafe seemed to be full of mainly motorcyclists, and the food and drink was at least as good as we all remembered. It was nice to see it doing well and back on the list for future rideouts. After refreshments and some serious yarn telling we set off for home. As is usual various people made their own ways home. I led a group back across various roads to join the A52 which took us all the way to the A17 for the last bit of our journey.

Thanks to all who joined us, good company as usual and a really grand day out.

Ian Cain



### 8th March Pickle & Pie Cafe Yaxham

Nine riders braved the misty and cool weather for a ride to the Pickle and Pie Bistro in Yaxham near Dereham. We were pleased to welcome a new full member, Stephen O'Rourke, who has recently moved to this area. He explained to us the benefits of heated jackets, but we weren't

jealous. Although later in the ride it did turn chilly.

We took the scenic route to Yaxham via Litcham and Gressenhall and then through Dereham. Lovely roads for motorcycling and dry too. What a treat. The Pickle and Pie is part of the Yaxham Waters holiday park and has decent parking and outside seating, but not really the weather for it this time. We've not been there before, it was a recommendation from Secretary Elke who seems to know all the best cafes in the area. Well worth the trip with good cakes, coffee, and breakfast rolls.



As usual people took various different routes home. A couple of us did a short stretch of the A47 towards King's Lynn but it was full of slow moving traffic so I cut off and more or less did a reverse of our outward journey. Apparently there was an oversize load (a transformer I think) so I assume that was causing the hold up.

A very pleasant morning in good company and a good start to the Spring rideout destinations.

**Ian Cain**



## **22nd February** **Shepherd's Baa**

At last the weather was dry with a bit of sunshine for our rideout on the 22nd Feb. Seven riders turned out for a scenic ride to the Shepherd's Baa coffee hut at Lynford Arboretum near Mundford. The weather may have been better but the roads were very wet from the previous day's rain with puddles verging on ponds in some places. It's disconcerting on a

bike to be leaning into a corner to see water covering half the road. Thank goodness for modern tyres. The other worry was what the water was concealing given the state of the roads these days. Nonetheless we all arrived safely with no incidents, maybe that's what makes us advanced riders.

Shepherd's Baa is on the edge of Thetford Forest surrounded by trees and mud. It's a popular walking spot with a car park, but even so motorists insist on parking on the edge of the approach road turning the verges into mud which gets dragged onto the road making a real mess. The Baa serves really good drinks and spectacular cakes, although I didn't see any of our group partaking. Too health conscious! It's not just walkers and bikers who visit the area. While we were there two ladies turned up on horseback for a coffee. We chatted to them and Roly even held one of the horses while the rider fetched the coffees.



Very brave of him given that he's recovering from a broken femur, although he says he's quite stable! Ho! ho!

After our coffee break we set off for home in various directions for an afternoon of bike cleaning (in my case anyway).

When we met at the start of the ride one of our chaps turned up with yellow perspex covers on his bike headlights. This caused much amusement, especially from those of us who remember compulsory yellow headlights when driving in France years ago. But he maintained that this made him more visible when riding in traffic with daytime running lights. And he was right, his lights did stand out. Very surprising.

**Ian Cain**

## **8th February** **Walkers Cafe,** **Mildenhall**

On the 8th of Feb 26 our ride was to a favourite coffee stop, Walker's Snack Bar just off the Barton Mills roundabout where the A1065 meets the A11. Unlike the previous week it was a mild and dry morning encouraging 8 riders to get their bikes out and risk the still damp roads.

Our route took us along the edge of the Fens where the roads aren't badly affected by subsidence and not too many potholes either. We rode past the US Air Force bases at Feltwell and Lakenheath and close to Mildenhall. I always think that this area is influenced by the American presence, many of the businesses target that market, especially in Brandon.



The snack bar was busy, it's a popular spot for bikers and there's a car park nearby for walkers in the forest. We met with Roly Batchelor who had come in his car since he is not yet able to ride his bike after a small motorcycle "incident" when he broke his leg. It was nice to see him in good spirits and out and about. He hopes to be back on his bike when the better weather comes.

We all enjoyed various types of food and drink (I can recommend their home made fruitcake) and stood around chatting as middle aged men do. Once the world had been put to rights we set off in various directions for home. I was with a small group who headed for Swaffham via Brandon. We were held in Brandon for a train, apart from that it was an easy ride home to King's Lynn.

**Ian Cain**

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