WHEELS

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

NNAM
Norfolk and Norwich Group of Advanced Motorists
IAMRoadsmart

Winter 2026

NORFOLK & NORWICH GROUP OF ADVANCED MOTORISTS
61st ANNUAL GENERAL MEETING

will be held at the Pavilion, Oakfields Road, Cringleford NR4 6XE on Wednesday 13th January 2027 starting at 7:30pm prompt. Buffet included.

Proposed **Agenda**

1. Apologies for Absence
2. AGM Minutes for 2026
3. Matters Arising from previous minutes
4. Chairmans Report
5. Secretary's Report
6. Treasurer's Report & Adoption of Accounts - Greg Chandler
7. Election of Officers: Election of Secretary, Election of Treasurer

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2026 Committee Members ⇐

Ian Cain	Chairman
Neil Spinks	Secretary
Greg Chandler	Treasurer
Neil Spinks	Membership Secretary
Keith Mace	Display unit Manager
Vacant	Display Unit Administration
Bob Tash	Associate Scheme Coordinator (Cars)
Ian Cain	Associate Scheme Coordinator (Bikes)
Ian Slater	Observer Training Coordinator (cars)
Ian Cain	Observer Training Coordinator (Bikes)
Vacant	Social Events Secretary / Coordinator
Lara Slater	Social Media Manager
Vernon Clarke	Magazine Editor
Ian cain	Rideout Coordinator

8. Presentation of Awards
9. Election of new Committee Members
10. Close of Meeting / open Forum

Any nominations for the committee or any items members wish to be included within the Agenda as printed above, must be notified to the Groups Vice Chairman by Wednesday 9th December 2026 -
Email : displayunit@nnam.org.uk
Committee Nominations must be in writing and agreed by the Proposer, Seconder and Candidate



Life President: Martin Woodhouse

Your Committee

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Chairmans Chat

Ian Cain

The Chairman of the Group is a 3 year position and so I would normally have given up the role at the next AGM on 13th Jan 2027. However a sudden change in family circumstances have forced me to stand down early, so this will be in the way of what would have been part the Chairman's report at the AGM.

Our Observers are at the sharp end of Group activities. They are usually the first face- to-face contact an Associate has with the IAM. So they play a vital part and I would like to thank them all for giving up their time and for their skills in helping Associates start their advanced driving journey.

The Committee have a busy role in keeping the Group running. It's been made all the more difficult by shortage of volunteers to help on the Committee. As it stands now, some Committee members are covering more than one post, and all the Committee are helping to keep the Group running often outside their "official" remit. I am grateful to them all for their support and guidance, I'm convinced that most members of the Group don't know how hard they work.

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Finally, I would appeal to all the members who enjoy the benefits of belonging to the Norfolk and Norwich Group of Advanced Motorists to seriously consider how they can help. We have been perilously close to not being able to continue on at least one previous occasion, please don't let it happen again.

The best of luck to you all.

Ian



Bob Tash
Associate Training Coordinator

It is pretty much business as usual here in the office of the Associate Co-ordinator for the Norfolk and Norwich Group of Advanced Motorists.
It is pleasing to see a steady trickle of new Associates joining us and the waiting list for training. There have been eight new signings since my last report for our magazine at the end of July, so I would say quite a productive summer. In total there are now thirteen on the waiting list for an Observer to become available. We are working hard to train new Observers not just to increase numbers but for a more even geographic spread.

Seven Associates have been allocated to Observers over this same period.
It is satisfying to browse through the list of Test Passes since I joined the organisation and to know that each one of them has benefitted from their training and improved their driving to a more enjoyable and importantly to a safer level. This is the whole ethos of our group. Everybody involved should be very proud.

Advanced driving tuition in the UK improves road safety by enhancing a driver's hazard awareness, vehicle control, and defensive driving skills. While some research suggests that the direct statistical impact of post-licence training on crash rates is difficult to prove, organisations like the Institute of Advanced Motorists (IAM) report that their courses significantly reduce the likelihood of collisions.

As you will all know or recall here are the primary ways advanced driving tuition improves road safety

- Hazard awareness and anticipation courses train drivers to actively spot and respond to potential dangers before they become an issue, with 90% of advanced drivers reporting greater awareness of other road users and hazards.

- Vehicle control and defensive driving training is often based on the police system of car control, teaching drivers how to plan, stay calm under pressure, and manage emergency scenarios. This includes safer techniques for cornering, overtaking, and braking.

- Attitudinal changes advanced tuition encourages a more responsible, considerate, and tolerant attitude towards other road users, including vulnerable groups like cyclists and pedestrians.

- Reduced collision risk. RoSPA states that advanced drivers are 25% less likely to be involved in an accident. Additionally, an IAM survey found that 66% of advanced drivers believe the training helped them avoid an incident or collision.

- Coping with adverse conditions. Drivers learn how to safely navigate complex junctions, blind bends, and inclement weather such as heavy rain, ice, or dazzling sun.

Hopefully all of the above and the other articles in this magazine will encourage some of you to help out on the Committee. As you are aware we still have several vacancies that desperately need to be filled and for various reasons this has got worse since the last magazine issue. We really cannot continue with diminishing numbers who are prepared to help out and I am sure none of you want the Group to fold, which will happen if we do not fill the vacancies.

So please put yourself forward to do one of the jobs and enjoy the very convivial work of the Committee and continue to help to provide safer drivers.

We look forward to hearing from you.

Bob

Scan the QR code to navigate directly to the NNAM website

NEWS

And other bits

DEADLINE FOR THE NEXT EDITION OF "WHEELS" IS 1st February 2027

Vernon Clarke (Editor)

COULD YOU HELP SHAPE THE FUTURE OF NNAM ?

Our group is looking for **new committee members** to help keep Norfolk & Norwich Advanced Motorists moving forward.

We currently have vacancies for:

- **Group Secretary:** *This is very important for the group to continue*
- **Membership Secretary**
- **Other Committee Roles** - if you have ideas, skills or simply enthusiasm for helping our group, we'd love to hear from you.

You don't need to be an expert or have previous committee experience. What matters is being willing to get involved, share ideas and help us build a thriving group for the future.

Our committee are a friendly bunch, being involved is a great way to:

- Meet other like minded motorists.
- Support safer driving in Norfolk.
- Bring new ideas and energy to the group.
- Help shape what NNAM looks like in future years

Whether you can give a lot of time or just a little, **every contribution makes a difference.**

If you've ever thought *"I'd love to get more involved"*, now is the perfect time.

Interested? Send an Email to lara.slater@outlook.com or speak to any committee member to find out more.

Help us keep NNAM moving forward!



Vice Chairman

Keith Mace

If you have already read the “Chairman’s Chat” you will know that Ian has had to stand down early due to family reasons, so I, as vice chair, am holding the fort, as it were, until the AGM when the new Chair takes over.

I would like to thank Ian, let him know we are all thinking of him and hope he will continue his other roles on the committee and his work with the Fen Riders.

Unfortunately we have another problem, as Neil Spinks, who gallantly stepped in to help out as secretary when Elke had to stand down for health reasons, has also had to stand down with immediate effect due to increased work commitments. Neil had also taken on the role of Membership Secretary, which is a slightly different job, and is standing down from that role too. I want to thank Neil for taking these roles on when the Group needed help, and wish him well with his new venture.

Now there is a little good news in that we have a candidate for Membership Secretary, but we are still *urgently* seeking a Group Secretary, so if there is anyone out there who would like to get more involved with the Group and feel the post of Group Secretary is something they could do, please get in touch. You can contact myself or Greg Chandler, or come to a Group meeting and see who we are. Our contact details and information about Group meetings are elsewhere in the magazine.

Now, something else Ian mentioned in his “chat” was that some of us have more than one role, well that includes me as I am also in charge of the Mobile Display Unit, otherwise known as the MDU.

I have taken it to 10 events this year with varying degrees of interest, but that is par for the course. The thing is, we are out there, flying the flag and letting everyone know we are there. It is now back in mothballs and hopefully we will be out again next season. I have to thank the folks that turn out and staff the thing, I won’t name names, but they all know who they are and their presence is appreciated.

I would like a few more volunteers to come out and promote what we do, so if you would like an occasional day out with a difference, give me a call. I am in need of an administrator too. The job involves liaising with venues, booking events and coordinating the volunteers. It is not onerous, but it does take time and would be a huge help.

KJM

MOTHERS AGAINST DRUNK DRIVING

Mothers Against Drunk Driving (MADD) has released a new report showing that ignition interlocks in the USA have prevented more than 5.7 million attempts by alcohol-impaired drivers to start their vehicles over the past two decades.

Ignition interlocks are small in-car breath-testing devices connected to a vehicle’s ignition system following a drunk driving arrest or conviction. If the device detects alcohol above a pre-set limit on the driver’s breath, the vehicle will not start. Currently, 34 states and Washington, DC, require ignition interlocks for all drunk driving offenders.

In 2025 alone, ignition interlocks blocked more than 336,000 attempts by drivers with a breath alcohol concentration (BAC) of .08 or higher—the legal limit in every US state except Utah, where the limit is .05. That is an average of 922 every day or one every 95 seconds.

The UK government decided not to mandate Alcohol Interlock Installation Facilitation (AIIF)—the standardised wiring and interface used to connect in-car breathalysers—as a legal requirement for new cars sold in Britain at the present time.

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



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 rope making in Great Yarmouth and Norwich. The trade flourished until the end of the nineteenth century before disappearing leaving few traces in the twentieth century.

13th January - AGM - with informal talk from Carl Sturman from IAM

The AGM will start promptly at 7:30pm plus an informal talk from Carl Sturman our area Service Delivery Manager from IAM. Don't forget the included Buffet.

10th February - Norfolk Accident Rescue

Norfolk Accident Rescue Service (NARS) is a charity providing life-saving volunteer clinicians for emergencies such as cardiac arrest, serious falls, road traffic collisions and seizures.
Established in 1970, NARS has a team of around 50 volunteer doctors, nurses, critical care paramedics, paramedics and first responders attending over 2000 emergency calls every year in Norfolk.

10th March - Matt Wickens - Norfolk Wildlife

Matt Wickens began working for Norfolk Wildlife Trust nine years ago getting his feet wet on their Broadland nature reserves before moving into managing the Trust's Urban Nature Reserves in 2023 following the purchase of Sweet Briar Marshes. The talk will cover the reserve's history, habitats, notable wildlife, future management considerations and where the NWT is heading for both nature and people in the fine city.

12th May - Pete Goodrum - Quirky Norwich

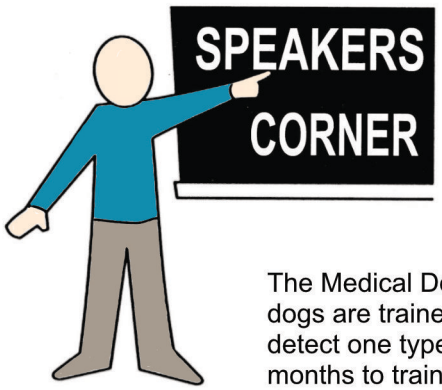
Details to follow

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

Norma Howell gave us an interesting talk on Medical Dogs. **Medical Bio Detection Dogs** came about after some dog owners noticed that their dog was behaving very strangely towards them. With further investigation it was found that the dogs were detecting a medical condition unbeknown to the owner. In 2008 the Medical Detection Dogs Charity was founded.

The Medical Dogs only work from samples and have no actual contact with a human patient. The dogs are trained to recognise the smell of a certain medical condition, therefore a dog can only detect one type of medical issue. They work for 20 minutes three times a day. It takes three to four months to train a dog at around £600 per month. Dogs have approximately 300 million scent receptors in their noses compared to around five to six million in humans.

Britain leads the world in this type of research but in America they are trying to develop an artificial dog nose.

The dogs can detect Lung Infections, Prostate Cancer from urine samples, Colorectal Cancer, Bacterial Infection such as Superbugs. Parkinson's Disease has no medical test, but dogs are able to with a detection rate of 98.3%. Malaria detection dogs were trained in 2016 from using the socks worn by infected people. It is also possible to train dogs to detect Covid.

Medical Alert Dogs are donated and must have a good temperament. At the moment there are 14 different breeds working for the charity. It takes 15 months to two years to train an assistant dog at a cost of £25,000. Some of the money comes from the Post Code Lottery.

These dogs can detect minute changes in an individual's personal odour which is triggered by their condition and alert them to an impending medical event.

Diabetes can be detected by sensing Blood Sugar level changes, Addisons Disease and a little known Pots Disease which is when a person suddenly collapses.

No dogs attended the talk which was probably a good thing as some of us may have wished we had never attended the meeting. You may never know what they may have picked up !



Neil Haverson talked to us about his career in the local newspaper industry. Neil left school with five 'O' Levels and had no idea what he wanted to do. His Father spotted an advert in the Lynn News and Advertiser for a vacancy in the Advertising Department as a trainee. The pages were composed at Kings Lynn and then transported 37 miles to the head quarters in Peterborough to be printed. The completed pages started as a type of paper mache material called flongs. From these, curved printing plates would be cast in hot lead. Today they use digital technology. The completed layout is converted into PDF and sent to the printing plant.



A papier-mâché flong

The Eastern Counties Daily Press as it was originally known first arrived in 1867, printing 1000 copies. If you yourself wanted an ad in the paper it would cost you 6D (5p) for 14 words. At that time a train to London was 10/-s (50p). Jeremiah Coleman guaranteed to cover any losses of this new paper out of his own pocket. In 1879 the paper came out of debt.

Bad news on the front cover sells papers. On September 10th 1874 the mail train from Gt. Yarmouth and the express train from Norwich to Gt. Yarmouth crashed at Thorpe St. Andrew. 25 people died and 75 people were injured in the crash. Because of the interest, sales went from 2000 to 20,500 copies.

They did venture into Sunday papers too, By this time there were five separate supplements placed within the paper.

With the age of computers Sub Editors have gone as have proofreaders. It's now onlyTechnicians seeing submitted material, you can even write your own headline. This is one of the reasons you will find bad spelling mistakes and poor grammar in newspapers today, even online.

Further into Neils career the paper allowed personal ads, some being massage parlours. Neils job was to check whether these adverts were genuine and had to ask if they did any extras which would have prohibited inclusion of the ad in the paper.

Neil was also given the task of interviewing celebrities. Some were easy ,some were not so easy. For instance Penelope Keith had a rather frosty attitude towards any media. Sue Pollard was completely the opposite, she was so easy to get on with. Neil saying she is exactly as was seen on TV.

Neil wrote a column about Mrs. H and the brats which he took from the Haverson family daily life.

Touch Screen Technology Danger



Drivers can spend more than a minute looking away from the road while carrying out simple tasks on touchscreen infotainment systems and it is continuing to raise concerns about the safety of increasingly screen-heavy car interiors.

Technology provides incredible safety features but, in turn, encourages dangerous distractions.

New research by What Car?, which tested infotainment systems in 21 new cars, found major differences in the amount of attention required to perform everyday tasks such as entering a sat-nav destination or changing a radio station.

The tests used eye-tracking glasses to measure how long the driver looked away from the road and the level of mental effort required. In the most concerning example, a tester spent 74 seconds looking at the touchscreen while attempting to enter a destination into the sat-nav and a further example in changing a radio station the driver took 81 seconds.

The findings in these two examples are significant because infotainment systems now handle many functions that were once controlled by simple physical switches and knobs.

Radio, navigation, and climate controls are increasingly buried within touchscreen menus, potentially requiring drivers to look away from the road to find the correct on-screen option.

A 2020 study by the Transport Research Laboratory for IAM RoadSmart found that drivers using Android Auto or Apple CarPlay had reaction times more than 50% slower when responding to road events. Research by the AAA Foundation for Traffic Safety in the USA has similarly found that programming navigation can take an average of 40 seconds, during which drivers can experience substantial visual and mental distraction. In tests of 30 vehicle systems, none produced low levels of demand, and 23 generated high or very high levels of driver demand.

Consumer research cited by What Car? found that 85% of drivers believe cars should have more physical buttons, compared with just 7% who want more functions moved to touchscreens.

The issue is now attracting regulatory attention with Euro NCAP's 2026 safety programme includes assessments of vehicle human-machine interfaces, with greater emphasis on the availability of physical controls for important functions and systems that monitor driver attention.

As screens become an increasingly prominent part of modern cars, safety researchers and consumer groups warn that convenience should not come at the expense of concentration. A navigation system may be designed to make driving easier, but if using it requires a driver to stare at a screen for a minute, the technology can become a significant safety risk

All that said adjusting or setting a Sat Nav should not be done whilst the vehicle is moving and people have ended up in prison for doing so if the outcome produces a collision and a fatality is caused.

Graham Feest Consultancy



Ian Slater
Chief Observer

OBSERVER MEETING

We are looking forward to getting all the Observers together for a training session towards the end of November. This is the first time we have met as a group for a considerable period of time, so will be very valuable to have a catch up and see how everyone is getting on. We are also being joined by a couple of people who are in training to pass the National Observer qualification. This will increase our capability, but we still need more members to step forward to bolster the team. Please do get in contact if you think you can help; details of what is expected are on the IAM website here: https://www.iamroadsmart.com/media/igylwaqj/

COST OF OWNING AND RUNNING THE CAR

RAC data is showing that around 10,000 drivers received penalty points on their licences last year for driving unroadworthy vehicles with defective brakes, tyres, steering or other problems. The motoring organisation says drivers are struggling with repair and servicing costs.

One-in-ten UK drivers admit they have driven illegally by avoiding an MOT or failing to replace worn tyres, according to new research from the RAC.

Young drivers appear particularly affected with 25% of drivers aged under 25 saying they have delayed necessary repairs or tyre replacements because of the cost, compared with 21% of those aged 25-44 and just 5% of drivers aged 65 and over.

Among drivers of all ages, 3% say they have deliberately avoided having their vehicle's MOT despite it being a legal requirement for most vehicles over three years old.

A further 7% admit to failing to replace worn tyres. Tyres with tread below the legal minimum of 1.6mm are illegal and can significantly compromise vehicle safety.

The RAC says motorists face increasing costs for maintaining and repairing their vehicles. More than 60% of drivers say the cost of maintaining and repairing their car has increased over the past 12 months.

The pressure on household budgets is also being compounded by higher fuel costs. According to the RAC, the average cost of a a tank of petrol now costs around £89, compared with £74 a year ago, while a tank of diesel costs approximately £100, up from £79.

Graham Feest Consultancy

<< 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: 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.

Heads Up: I had reason to read my car insurance policy in more detail then usual, and I came across an exclusion, which not many may be aware of.

It said that if your vehicle has the modern 'so called' Advanced Driver Aids (ADAS), if the system is not working, or you have inhibited it, the insurance will be voided.
Fortunately, my car predates this 'progress'. But I know people with newer cars who find these systems annoying, and do inhibit them.
Eventually, all cars will have them.

Beware. There are more and more of them coming, and being mandated in production, but anything driven by software is prone to faults, anomalies, and failures.

My only experience with them is on two separate rental cars in the USA.
On one, driving down a straight and quiet freeway, the lane correction system pushed me over continuously. It was like driving with a 100 mph wind from one side, and I had to fight the steering, until I did manage to turn it off.
On the other occasion, again on a quiet, and straight, freeway, suddenly there was a bright red light came up on the dash, the brakes were applied, and a message said 'hazard detected'. There was nothing there at all.
A friend, who's wife has a new MG, hates to drive it, as if he pulls out slightly, for example to overtake a cyclist (safely), the steering tries to prevent him from doing this.

Where are we going with this?
In theory (like so many things), these are safety features, but they cannot ever be completely reliable. Most software systems require frequent updates to correct faults.

Heaven help us when self driving cars get around.

Since then, I have had another scary experience:

On a recent trip to the USA, driving a newish rental car, I did several miles on a fairly narrow single carriageway and mostly quite straight. It was marked with a solid white line on the nearside and a fairly faded broken yellow line in the centre.

The steering kept pushing me hard towards and almost over the centre line into on coming traffic. I had to grip the wheel firmly to resist this. At times when steering away from the centre, it over corrected and pushed me towards the side. Very concerning when heavy trucks are approaching, and almost filling the opposite lane.

After a while, I had to pull over, and managed to go through the menu, and turn off the 'Steering Assist'.
After this, it was OK.

These software driven, so called, safety features, are, in my opinion actually a safety hazard, and as I said above, turning them off can, with some companies, invalidate the insurance.

I would be interested to hear of other members experiences, and opinions. How can we ever get rid of this idiocy?

I wonder what the IAM position is on it?

Michael Delf

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.

Membership matters



Neil Spinks

Hello everyone and welcome to the Winter Edition of Wheels Magazine.

Retirement is something which, for much of our lives, seems way off in the future. Gradually, the actual time gets nearer and nearer and suddenly becomes a reality.

Having been self-employed for many years, I did at least have some control over my own retirement timing. The decision was made at the back end of Covid when my main contract was as an Operations Manager for a marine contracting company – over the course of about 12 months I trained my successor and stood down in May of 2022.

At this stage it wasn't a complete stop as I still did other work such as HGV driving, training and assessing but not on a full-time basis. I have also become involved with NNAM as you know, both as Membership Secretary and latterly Secretary to help out with the group.

I have to be honest here in telling you that this state of semi-retirement has not worked out well for me, both mentally and financially. Whilst the idyllic prospect of spending one's twilight years without having to work may well suit many people, it certainly hasn't suited me. Without even considering the financial impact, it has left me feeling rather empty and without fulfilment.

To overcome this situation, I have become involved in a project to train new HGV drivers. This is part of a government incentive to try and overcome the significant shortage of drivers in this sector. Under the very realistic statement of no drivers, no deliveries, the prospect of a shortage is very concerning – with the current average age in the industry being mid-fifties, it does not bode well for the future if things do not change. As an example of what can happen, it's bad enough having to pay current prices for fuel on the forecourts but things would be much worse if there was none being delivered.

In addition to the training project, the haulier who I occasionally drive for currently has two drivers off work with long term illness so, as a result, I am driving full time for the next couple of months or so to help keep the wheels turning. This was not part of my overall plan but I can't stand by and not get involved.

Unfortunately, this decision to go back to work full time has meant some things need to change, one of which is the work I am currently doing for NNAM as Membership Secretary and Group Secretary, which I now need to step down from. I do of course realise that this leaves places to fill on the committee but I am afraid I do not now have the time to do everything and to be mercenary about it, it is the paying jobs which count.

I apologise if this may all seem rather selfish on my part but I am the only one who can sort this out.

I have very much enjoyed working with the various characters on the NNAM committee and hope that some new help can be found to carry on.

I have also enjoyed meeting other members at the monthly Social Evenings. Unfortunately attending these social gatherings has also become a casualty of my current circumstances – hopefully I will have a bit more time when this current level of driving calms down.

To conclude, I wish you all well for the future and hope that you all manage to deal with the unexpected things which life throws at us.

Best Wishes

Neil

ILLEGAL NUMBER PLATES

A new nationwide crackdown on illegal number plates is being introduced and will be funded by the DfT.

Illegal number plates are often used for criminal activity to evade speeding, parking or clean air zone penalties and are frequently used for organised crime, including moving illegal goods on the road network.

Illegal number plates can come in many forms, including:

- Cloned plates, where a vehicle carries a copied registration belonging to another legitimate vehicle, making it harder to identify.
- 'Ghost Plates', where a transparent film is used to make the registration undetectable to cameras.
- Missing plates, where a car has no number plate at all.
- Drivers using an incorrectly displayed number plate can be fined up to £1,000.

Graham Feest Consultancy



Fen Riders

Ride Out Calendar 2026

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

All rides leave at 9:30am

If you have any questions please contact the rideout coordinator



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2026

Month	Date	Destination
Nov	8th	Vine House Cafe, Deeping St.Nicholas
Nov	22nd	Kingfisher Cafe, Walcott
Dec	13th	Wells Beach Cafe
Dec	27th	TBC

2027

Month	Date	Destination
Jan	10th	Browns's Cafe, Mundford
Jan	24th	Krazy Horse, Bury St. Edmunds
Feb	14th	Deepdale Cafe, Burnham Deepdale
Feb	28th	Pickle & Pie, Yaxham
March	14th	Walkers Cafe, Mildenhall
March	28th	Kingfisher Cafe, Walcott
April	11th	Blue Sky Cafe, Cromer
April	18th	Byards Leap Cafe, Cranwell

25th October Norfolk Tank Museum Long Stratton

No copy received for this Rideout







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11th October Whitwell Station Cafe

Eight riders, enough for two groups, set of from Sainsbury's for a ride to Whitwell Station near Reepham. This is a popular riders destination, and Elke provided a scenic route to get there. Some said it was a bit too scenic, "off road" was a description used by one of the riders. A good route though apparently, although I wasn't on this ride.





Whitwell Station cafe always provides good food and drink so the riders will have been well refreshed on the way back.

Ian Cain

*

27th September Anderby Creek Lincolnshire

If you've found yourself yearning for the cabbage fields, distance-blurred horizons and crumbling roads of the fens, then todays trip was the tonic you needed, featuring another slog up the A17 to get somewhere. Today that somewhere was glorious Lincolnshire.

Oh Lincolnshire, the True North, where the roads are smooth and twist and turn. Then there's the elevation! it changes! The glorious Indian summer morning and rollercoaster route (once off the A17!) were witnessed by six lucky riders (and one passenger!) heading cross-country from Swineshead to the coast at Anderby Creek.

We were somewhere around Langrick on the edge of the wolds when the group split. 'Why?' you may ask; Have you been to Langrick? There is little else to do around there and, well, the opportunity presented itself. After waiting around for a bit, our half-group continued on, the need for tea and bacon rolls strong within us.



...e sun shone, eventually ...de resort of ... we availed ...h Cafe's



Tea finished, I had to leave promptly as I was headed further north; leaving Anderby Creek I waved happily at our groups incoming other half. Where had they been? What adventure had befallen them to delay them so? What is the sound of one hand clapping? These things we are destined never to know.

Dave robins

*

13th September Blue Sky Cafe, Cromer

Despite a drizzly morning following heavy overnight rain, six riders turned out for a trip to the Blue Sky Cafe on the clifftop at Cromer. The rain cleared by the time we set off but the roads were very wet for the first half hour or so of riding. It's these sort of conditions that make you realise how good modern tyres are, one of the biggest advances in safety in recent motorcycling history in my opinion.

As usual we took a cross country route on B roads to Holt, making progress when possible within the speed limits. Not much traffic about and as a small group we soon got past any slower vehicles we came up behind. Beyond Holt we followed the main road and then dropped down the long hill into Sheringham

and then the coast road to Cromer. By this time the weather had cleared up nicely. The Blue Sky Cafe is situated on the car park as you enter Cromer so no problems parking, although we did park in various different places across the car park, I don't know why.



One of our group, John, parked his bike in a disabled space, which may have raised a few eyebrows. But John has a prosthetic lower right leg, and therefore is a blue badge holder. It's remarkable that he manages to ride a motorbike, although he has to be a bit careful when putting his right leg down when stopping. I admire his nerve.

After drinks and eats while putting the world to rights, we all went our separate ways home, in my case to wash my bike as best I could without using a hosepipe. Thanks to everybody for their company.

Ian Cain

23rd August International Bomber Command Centre

Seven riders set out in two groups to visit the International Bomber Command Centre (IBCC) just on the outskirts of Lincoln. Journeys to this neck of the woods invariably involve the A17 and this was no exception. Once we had reached the A52 the ride became much more enjoyable as we made our way on the back roads past Coningsby to Horncastle. We then took a very technical route through Bardney to Wragby; a series of very tight bends that demand the upmost respect and concentration to navigate safely.

From Wragby it was a short cross country run to the IBCc.

The IBCC has been created to serve as a point for recognition, remembrance and reconciliation for Bomber Command. Lincoln was chosen for the site as it provided a central point for all 27 bases that earned Lincolnshire the title of 'Bomber County'. Lincoln's Cathedral provided a landmark for crews both leaving and returning from missions and there is a splendid view of this remarkable building from the centre.





After refreshments 5 of the riders decided to visit the On Freedom's Wings sculpture of a Lancaster bomber located in a field at Disney Norton not too far away from the IBCC.

The sculpture represents Lancaster R5689 'VN-N' of 50 Sqn, based at RAF Swinderby. On the 19th September 1942 returning from a sea mining mission over the Baltic sea, both port engines failed as it turned onto the final approach to land. The aircraft crashed in Thurlby wood, just 3 miles away, at 01:30. Four of the seven crew were killed with the remainder injured. The sculpture can be viewed from the A46 but to get up and personal requires a fair hike from a farmer's field that is only open at specific times so if you're planning a visit I would recommend that you check

An uneventful ride home followed. Thanks to Elke for providing the route and to Soji for leading the second group.

Until the next time, Cheers **Dave C**

9th August Parlour Cafe, Binham

Ten riders met at our usual rendezvous for a ride across the heights of West Norfolk to the Parlour Cafe next to Binham Priory. Our carefully planned route was disrupted by a road closure, which seems to becoming the norm these days, but we worked our way around it.

We rode through the posh bits of Norfolk: the Birchams, Burnham Market, Holkham, to get to Wells-Next-the Sea, and then took the back roads towards Binham. Back roads they certainly were. Initially just a bit narrow but eventually single track with a layer of dust and gravel down the middle. Anyone who doesn't ride a motorbike can't appreciate how unnerving this sort of road is. We've only got two wheels so you don't want either of them on a loose surface so you try to avoid crossing the centre of the road where possible. But we all got there in the end.

The Parlour Cafe is a lovely spot which serves delicious food and cakes. But the serving of these delights always seems chaotic. They insist on bringing your food and drink to you, even if you're happy to wait by the counter, but none of the tables appear to have numbers so if you're outside, as we were, you have to describe where you're sitting. Describing our table as full of handsome chaps didn't work, we ended up with two spare coffees. I don't know who missed out.

Anyway, a long chat with friends in the sunshine with the priory bells in the background made it all worthwhile. As usual we made our way home in small groups via various routes. I followed two Associates home and it was nice to see them riding so well. Another good mornings ride. Thanks to Steve Silcocks for leading a group and to everyone who came along.

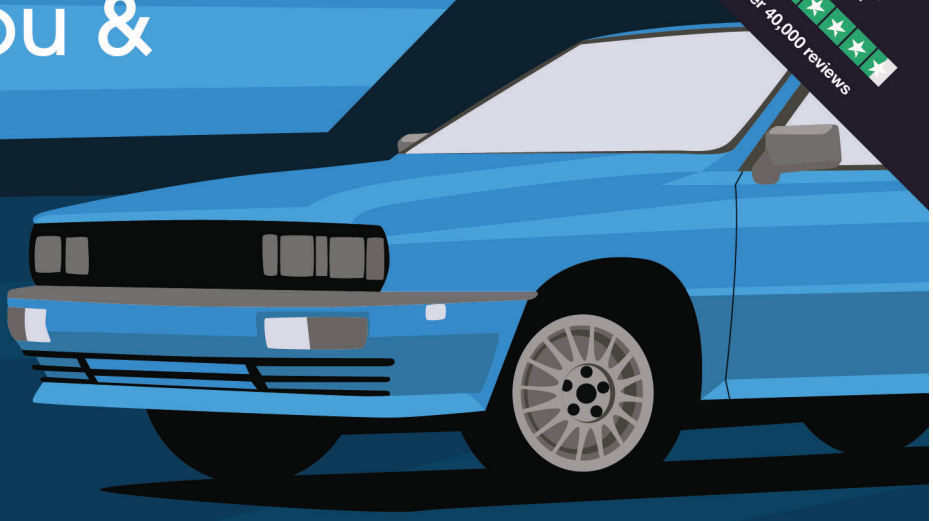
Ian Cain

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