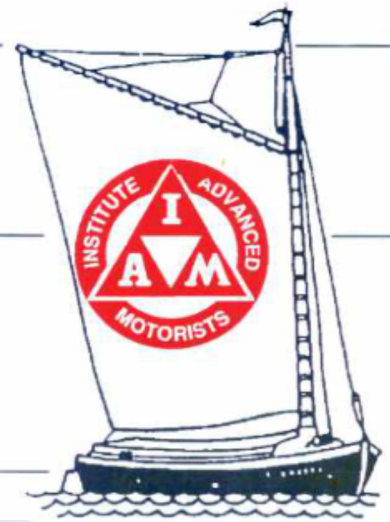


WHEELS

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

Autumn 2025



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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!

The group (Norfolk & Norwich Advanced Motorists) accepts no responsibility for products, goods or services that may be advertised or referenced. Publication of any advertisements or loose inserts in the magazine does not imply endorsement by NNAM. All prices, advertised or provided, are accepted in good faith as being correct at the time of going to press. The views and opinions expressed in this magazine are those of the author and do not necessarily reflect those of either IAM RoadSmart or the Norfolk and Norwich Group.

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Secretary's Desk

I'd like to start by giving huge praise to all our committee and non committee members. Always going above and beyond.

I'd also like to extend a big shout out to Roly Bachelor this month. Roly, a long standing member who most of you will already know. I'd describe Roly as a bit of a true Stalwart, (especially on our biking side). He's there, committed and always helpful. Roly also regularly attends and supports the socials up at Cringleford and often turns up to help us out on our MDU providing amazing photos. Our MDU was out at the Thursford Gala recently, weather a bit damp, Roly managed to secure us the opportunity to be introduced to a specialist engineer who will be giving us a talk next year on his various car projects. Precision engineering at its finest going by the notes. A gorgeous V12 Jag engine built on a Ronart kit car for example! (see left) You'll have to wait and see!

Thank you Roly for the introduction and for all

We've seen steady growth with new memberships so we know our message through IAMRoadsmart is working.

IAMRoadsmart have decided to change their Autumn Forum meetings, they are now Network & Knowledge sessions. Two representatives from our committee will attend around the end of September, so if you have anything you'd like addressing, please do get in touch.

Remember to see what's on through our website!

I hope you enjoy the magazine.

Elke



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Front Cover, photos from Strumpshaw and Thursford Classic Car Shows, both attended by the MDU

NEW ASSOCIATES

Chloe Cotton	Tilney All Saints
Mr. Ryan Flaxman	Burgh Castle
Mr. Edward Neville	Halesworth
Beverley Giles	Banham
Mrs. Nicola Cawley	Saxlingham Nethergate
James Softley	Mundford
Miss Helen Burton	Tacolneston
Jasmine Chan	Poringland
Mr. Michael Palmer	Whittington
Miss Lucy Sidey	Swaffham

TEST SUCCESSES OBSERVERS

Mr. Leslie Eddowes	Tacolneston	Ian Slater
Christine Kettle	Kessingland	Ian Slater
Gina Kerr	Swaffham	Pam Medlock
Neil Spinks (first)	Kings Lynn	Paul Chittock
Steven Gilbert	Dersingham	Pam Medlock

NEW ASSOCIATES

Mr. Andrew White	Hilgay
Mr. Derek Broamage	Hunstanton
Mr. Paul Stevens	Whittington

TEST SUCCESSES OBSERVERS

Guy Hughes	Kings Lynn	Ian Cain
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NEW FULL MEMBERS

Mr John Clarke	Litcham	(bike)
Keith Williams	Ludham	(car)



Bob Tash Associate Training Coordinator

My role here is to allocate new Associates to our small team of National Observers. Ideally this needs to be done geographically so that I can pair up a new recruit to the closest Observer to save on travel costs and time for both.

This isn't as easy as it sounds as we naturally receive a large proportion of new Associates from Norwich or the surrounding area. I only have two Observers in or close to Norwich. Others are scattered around our region - Kings Lynn, Cromer, Swaffham, Thetford and Dereham. This does mean that the Norwich based Observers bear the brunt of the work. Hopefully we will soon have some more Observers to spread the load.

And still they keep coming! More and more new Associates since the last magazine. It's been the best for years. I thought I was getting an easier ride when I agreed to take this role on at the last AGM in January. Seriously though this is terrific news and such is the demand that I now have a long list of candidates waiting for an Observer to be allocated to them. I can not load our Observers with more than two or three at a time so I have to wait until the current allocated Associates have passed the test or are test ready.. So far, most have been very patient but as mentioned last time, we desperately need more qualified Observers.

Reasons for this increase in new Associates is unclear at the moment but I have started to gather data from new members as to why they joined and how did they find out about us. Watch this space for further information.

Some of the reasons must be to do with "Free Taster Sessions" but also our increased presence on Social Media platforms, our Website and the Mobile Display Unit, or may be just the lovely summer weather we have been experiencing. So many thanks to the sterling work from Lara, Stephen and Keith.

Since the issue of our Spring Wheels Magazine there have been:-

Full Course Allocations - 10 (Three more than previous quarter)
Free One-Off Taster Sessions - 3
Test Ready Applications - 3

Aspiring Observers out there - please come forward.

Bob



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



Scan the QR code to navigate directly to the NNAM website

**DEADLINE FOR THE NEXT
EDITION OF "WHEELS" IS
1st November 2025**

Vernon Clarke (Editor)

On the evening of the 9th July we had guests from the Plymouth and District group whilst they were on holiday in the area.

We popped in to say hello!

Good Afternoon Greg,

Thank you. What a lovely warm welcome we received last night at the NNAM group. Please pass on our thanks to the guest speaker Peter Goodrum with his clever inclusion of driving related history in his talk! It was well worth the 80 mile round trip to meet with you all.

We head back to Plymouth tomorrow with the selection of books and articles from Martin which are much appreciated. They will be heading to group night on the 21st. If any of you are ever in the area you would be most welcome to pop along to our group night. (Plymouth & District Advanced Motorists - The 3rd Monday of each month, itinerary on line). Raffle tickets, tea and biscuits aplenty.

Please feel free to circulate this mail to committee/group.

Thank you and kindest regards,

Helen John and Christopher



I wrote in the last edition of Wheels about the Scottish government considering reducing the national speed limit in Scotland to 50MPH on single carriageway roads. I wondered at the end of that article if the rest of the UK might follow their lead.

Well, the A47 from King's Lynn to Peterborough, other than the dualled sections, is in the process of having a 50MPH limit applied along its whole length. On a recent ride to Matlock Bath in Derbyshire with Fenriders we came across whole sections of the A616 and A617, where the national speed limit used to apply, limited to 50MPH. There may well be good reasons for these new limits, but it seems to be a creeping reduction of the national speed limit.

We are doing well for new members, and since they all join via IAMRoadsmart, the organisation must be doing something right to get the road safety message across. This is reassuring given the fairly high up front cost of joining.

One morning a week I'm a volunteer driver of the patient buggy service at the Queen Elizabeth Hospital in King's Lynn. This service takes patients from the main car park to the various departments spread around the hospital site. Driving this electric buggy gives me the opportunity to see how badly drivers behave in the car park and on the hospital roads. There's a 10MPH speed limit across the whole site, for good reasons, it's a busy area. We buggy drivers stick to this limit but I've been overtaken and beeped at by impatient drivers. The car park is always busy with cars entering and leaving spaces and with pedestrians, some with mobility issues. Even these obvious hazards don't slow people down. It's quite shocking, in this generally polite nation, how inconsiderate some people become when they get behind the wheel of a car.

Finally my usual appeal for members to help on the Committee. There are a number of vacant positions and at the moment many Committee members are covering more than one role. This is not fair and leaves the Committee with no spare capacity. If you would like to help run your Group, please speak to me or any Committee member.

Ian



What You missed

A well attended evening on the 14th May for the talk on "The History of Lieutenancy" by Mr. Patrick Pearl MBE, DL.

The Monarchy originally appointed a nobleman to the role of Lieutenant who could conscript any man into his army, the purpose of which was to maintain order and oversee all military measures for local defence.

In 1649 Oliver Cromwell abolished the roll of Lieutenant. Then in 1660 Charles 2nd re-established the roll.

In 1921 the Lord Lieutenant finally lost the power to call on all able-bodied men of the county to fight in case of need.

Lieutenancy also meant standing in for the King and so became Lord Lieutenant, representing the Monarch in many formal and ceremonial ways.

The modern roll of Lieutenancy consists of Royal Duties, attending Royal events, escorting or representing the King, including presenting honours, medals and awards. They also have to assess Honour nominations including Voluntary Service Awards plus the Kings Award for Enterprise.

One thing a Lord Lieutenant or Deputy Lieutenant must do is live in the county he represents. These are voluntary unpaid roles. There are 51 Deputy Lieutenants in the county of Norfolk. The present Lord Lieutenant of Norfolk is Lady Philip Dunnett. This was a very interesting and informative evening with plenty of questions from the audience too.



June 11th saw Leane Neve talk to us about the history of the RSPCA.

An Irish politician named Richard Martin wanted some form of animal act to stop cruelty to animals. In 1822 a "cruelty treatment of animals" act was formed, mainly for cruelty to cattle. This wasn't enough for Richard Martin. He noted that donkeys were standing for up to eight or nine hours at the Smithfield Market. So he took a donkey to the courtroom to highlight its wounds and the cruelty taking place. Suddenly everybody was concerned and talking about it.

Rev. Luther Broome, William Wilberforce and Richard Martin held a meeting at the Old Slaughters Coffee House in London to address the widespread animal cruelty. And so a society was formed, called the Society for the Prevention of Cruelty to Animals (SPCA).

In 1840 Queen Victoria gave permission for the "R", granting patronage to the society. In 1964 it was registered as a charity. Basically the National side of the RSPCA looks after wild animals, where as the local side mainly looks after domestic animals. There is no government funding to the RSPCA.



Another well attended evening with Pete Goodrum, giving his presentation on Norwich in the 50's and 60's. How much do you remember ?

Pete went on to say, surprisingly even after WW2, the City Walls were still standing even though 2000 plus homes were destroyed in the war.

It was 1954 before any reconstruction took place. Tombland refused to change because it wanted to retain its market stalls. The following companies have disappeared; Curls department store was destroyed and became a carpark for a time before being rebuilt, as was Pilch the sports store, Caley's chocolate factory with almost all female employees, Colmans, Lawrence Scott & Electromotors, Bonds, the Hippodrome, the Haymarket Cinema (demolished in 1959), Willmott's in Prince of Wales Road. These companies started in Norwich; HMSO, Norwich Union, Jewson's, Barclays Bank which was part of the Gurney empire, Anglia TV made its first broadcast (1959). A list reminding you of a few big names that started from our city.

In May 1963 The Beatles played in Norwich and then walked to Valori's for fish & chips. Could a group get away with that now !

All over the country there are towns and city's that are traffic free for easy shopping, well, our London Street was the first street in England to be pedestrianised.

An enjoyable evening was had by all who went away with jogged memories.

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!

2025

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

A local writer and broadcaster, Peter talks about Norwich from rubble to world class manufacturing industries.

10th September - Sarah Taylor - Police and Crime Commissioner

8th October - Mike Ford - Land Speed Records, whats not possible.

An Interactive first hand presentation of the challenges faced by the Thrust and Bloodhound Land Speed Record programmes.

12th November - Rowan Francis - The History behind the Forncett Steam Museum

Rowan will give us an insight into how the Forncett Steam Museum came about from its humble beginnings to how it is today.

10th December - Wally Webb - Ghosts of the Norfolk Broads

There are many stories around Norwich and Norfolk but this talk concentrates on those tales and fables that happen at the water's edge across the Broads. From ancient manifestations to ghostly apparitions steeped in folklore, this enlightening talk describes historic events from the Romans, Saxon invaders and more recent times walking you through these spooky events.

2026

14th January - AGM

8th July - Pete Goodrum - Norwich in the 1970's



Kevin Smith

Observer Training Co-ordinator

RECENT CHANGES

All observers will now have received a hard copy of the new Advanced Driver Course Logbook.

You will have noticed that there are no run sheets or a declaration in the new Logbook, but instead these can be downloaded from the IAM website. You can decide if you want to print off blank copies of run sheets to fill in by hand at the end of the observed drive, or complete them in an editable Word document and either email them to the associate (which is probably what most of you do already) or hand them a copy at the next session.

There is also an Observer's Guide on the website which is only available on-line. Unfortunately, as far as I can tell, the IAM are not supplying hard copies.

In the section of the website for Associate Resources there are four videos covering core driving skills, bends and limit points, principles of safe driving and confined space manoeuvring. Please ensure your associates are made aware of these videos so they may watch them if they wish to do so.

Thank you for your continued support and if anyone has any issues or questions about the changes please drop me an email and I'll try to help if possible.

Kevin

PROVISIONAL ROAD CASUALTIES 2024 : Graham Feest Consultancy

The Department of transport has published the provisional figures for road casualties in 2024 which indicate that there were 1,633 road fatalities, an increase of 1% compared to 2023.

There were 29,537 killed or seriously injured (KSI) casualties, little change compared to 2023.

The provisional data shows that there were 128,375 casualties of all severities, a year-on-year decline of 3% and an important figure. We should be concerned about all casualties on the road and not just be focussing on those who are killed. These casualties are an outcome of people's involvement in crashes and our focus needs to be in reducing crashes which prevents death and injury and is a better measure of the progress we are or are not making.

In terms of different road user types, there were 343 motorcycle fatalities in 2024 – a 9% year-on-year rise.

There was also a 2% rise in the number of pedestrian casualties – up to 413.

Conversely, there was a 2% reduction in the number of car occupants killed, down to 710, and a 2% fall in the number of cyclist fatalities (85).

The final figures will be produced in September so remember these figures are only provisional.

DISTRACTED DRIVING MISTAKES :

Graham Feest Consultancy

It turns out the biggest distracted driver mistakes aren't what you'd expect. According to the RAC's latest research, mobile phones and infotainment screens aren't the top culprits – people are.

In a poll of 2,691 UK drivers, 63% admitted making at least one mistake behind the wheel due to being distracted. The leading causes? Talking to passengers (43%) and daydreaming (37%).

These findings challenge the idea that phones and dashboard tech are the biggest safety threats. While still a concern – especially with new data showing how fiddly some in-car systems are – tech wasn't top of the list when drivers reflected on what led them to make errors.

Common distracted driving mistakes included missing junctions, speeding, taking the wrong lane, or nearly hitting another road user.

Even though 46% of all drivers surveyed said they find phone use distracting, just 8% of those who made actual mistakes said phones were the reason. That contrast highlights a growing gap between perceived and real risks.

Touchscreens aren't off the hook. Around one in four mistake-making drivers said they were distracted while trying to adjust heating, radio or navigation via touchscreen – justifying growing criticism of complex infotainment systems.

In 2023, 940 people were killed or seriously injured in crashes where distraction from within the vehicle was a factor. And while only 23 deaths were linked directly to mobile phone use, distractions of all kinds contributed to 34.9% of fatal collisions. With in-car tech under increasing scrutiny, from next year, safety ratings could be affected if basic controls aren't accessible via physical buttons, in a move to reduce touchscreen-related distraction.

ALCOHOL INTERLOCKS :

Graham Feest Consultancy

A recent survey commissioned by the RAC reveals that over half of UK motorists (53%) support the mandatory installation of alcohol interlocks for individuals convicted of drink-driving. These devices require drivers to pass a breath test before the vehicle can start and may prompt additional tests during journeys to prevent circumvention.

The RAC suggests that implementing alcohol interlocks could be more effective than current measures, noting that simply banning repeat offenders from driving "doesn't seem to be the answer."

Data from the Driver and Vehicle Licensing Agency indicates that between 2013 and 2024, 27,837 British motorists were convicted of drink-driving multiple times, with some individuals prosecuted on seven occasions.

Several EU Member States as well as parts of the US and Canada have adopted alcohol interlock rehabilitation programs, often allowing for shorter driving bans in exchange for device installation. The RAC advocates for the UK Government to consider a trial of this approach.

ETSC supports the integration of alcohol interlocks into rehabilitation programs for drink-driving offenders and urges UK policymakers to consider this evidence-based measure to enhance road safety.

Membership matters



I am very pleased to report that recruitment has improved this year, it is the best for new members since COVID but it has caused a few problems.

We have a shortage of observers and do need more and with the increase in new associates we now have a short delay in allocating associates to observers.

We therefore need to train new observers, so if you feel that it is something you can do please contact Kevin, our observer trainer, for details.

To all new associates we apologise. If you are waiting for an observer be assured we are doing our very best to resolve the situation.

To all our current Observers a big thank you for taking on extra associates, it is greatly appreciated.

To all new members whether associates or full member I offer a warm welcome. Please try to attend one of our monthly social meetings, there will be someone on the door to meet and greet you.

I am not standing for re-election at the AGM in January, we also have other vacancies on the committee which need to be filled.

Safe & Happy Motoring

Martin

Martin Woodhouse
Membership Secretary
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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.

16th July - A Ride to Matlock

Once a year we riders try to get a long midweek trip to somewhere of interest to motorcyclists. This year we went to Matlock Bath, a popular spot in Derbyshire not far from Derby, Nottingham, and Sheffield which always has lots of riding visitors.

Matlock Bath is a former spa town on the River Derwent where it has cut a deep gorge with vertical cliffs on one side and the houses up very steep streets on the other. The A6 runs alongside the river and forms a sort of promenade lined with shops, amusement arcades and places to eat on one side and access to the river on the other. I was born and raised in Sheffield and Matlock bath was a place we regularly visited at weekends, it was almost like a seaside town to us.



Copyright: Fen Riders

Seven bikes left King's Lynn for the ride of just over 100 miles with a planned stop at the Green Hut Cafe at Ollerton Crossroads, another popular spot for motorcyclists. Except it was shut for two days for repairs. Desperate not to miss out on our mid ride snacks, a quick Google search found another roadside cafe nearby so off we went to the Forest Cafe in a large layby by the main road. Not quite as good as the Green Hut but it served the purpose. Oddly there was a notice saying they preferred cash to cards, but cash only on Wednesdays. I don't know what's special about Wednesdays.

Refreshed we set off on the second part of our journey on lovely roads towards Chesterfield and then Matlock. On the outskirts of Chesterfield I started to rely on my satnav, always a mistake for me. Despite seeing signs for Matlock, I believed the satnav which took us round the less scenic parts of the town but eventually got us on the right track, "sorry chaps". From Chesterfield onwards the scenery became more spectacular until the very steep drop into Matlock. The centre of Matlock was very busy, it's a bit of a tourist spot but we were soon out and onto the A6 for the short drive to Matlock Bath. There is on road parking by the A6 and many bikes were parked there but we were lucky to find a gap big enough for the seven of us.



Copyright: Fen Riders

The next event was lunch, and we spotted a riverside fish bar where we could sit and eat outside and watch the river flow by. They've even got pedalo's for hire, but we resisted the temptation. A short stroll by the river and back to the bikes for the ride home.

Our planned route home was south along the A6 (spoiled by roadworks), then onto the A38 round Mansfield and on to Newark to pick up the A17 home. The A38 is the most awful road I can remember riding on. It's a dual carriageway but has many joining and crossing roads all controlled by traffic lights. It was busy as well so there was no opportunity to flow along it. Just slow, stop, start, slow, stop, start, repeat. We forget here in Norfolk that parts of the country are big, busy urban areas that dwarf anything we have. Anyway, we eventually left the A38 and headed to Newark on the A617, a nice road but with a permanent 50 MPH speed limit.



Copyright: Fen Riders

Some of us stopped at a service area at Newark and then took the A17 all the way home. It seemed almost pleasant after the A38. According to my satnav we covered 225 miles at an average speed of 35MPH. Everybody got home safely and I think we all enjoyed it.

Thanks for your company.

Jan Cain

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

All photos in the following articles are copyright of Fen Riders

27th July Not the Humber Bridge Garden Centre

Well, the ringmaster was away (get well soon, Ian), so the monkeys were in charge of the circus.

Nine enthusiastic riders gathered at the Sainsbury's meeting point for the ride to the Humber Bridge Garden Centre - a good turnout for a longer ride with a forecast of 'changeable' weather later in the day.

As it turned out though, the HBGC was hosting a steam rally, so a last minute change of plan was made; not that we have any particular disdain for steam power, but given the clemency of the weather it seemed likely that the multitude would have the same destination in mind. Sticking to the horticultural theme, Deepdale Garden Centre,



just south of Barton-upon-Humber, was chosen to benefit from our company, with some backup options just-in-case since nobody had been there before.

Everyone briefed, we divided into two groups (thanks to Euan for leading the other group) and departed. Following some A17 drudgery and charged with 'no dawdling', the conditions afforded a spirited ride along the B1183 and B1225 (the Caistor High Road). Sadly, the window of opportunity to buy a fresh ostrich egg from the farm shop on the B1183 seems to have closed along with the shop. North of Caistor some bumpy, unclassified lanes took us to our new destination; confusion (mine) over the exact location being resolved by following some lycra fetishists. The 'Bike and Bean' cafe was a good find (even though by 'bike' I think they mean the human-powered variety) - friendly, welcoming and with a very nice veggie sausage bap.

Black clouds loomed, so replete with sausages and tea we looped through Barton before heading back South, failing entirely to see the Humber Bridge. The B1434, bypassing Caistor, was an incidental (and accidental) treat - fast, flowing and technical; Lincolnshire has some very nice roads. Market Raisin came, supplied petrol and went, then the twisty section through Wragby served as an aperitif for the infamous Bardney Bends. These were dispatched with aplomb, despite some over enthusiastic company from another, unknown group of riders.



A quick blast down the A16 brought us South of Boston to the SportsBikeShop, in the nick of time for more tea. Back down the A17, with our average speed properly checked and having avoided any rain, our 220 mile jaunt was done. With wonderful roads, sympathetic weather and great company, 'a day well wasted'.

Dave Robins

13th July Alby Tea Rooms

A good turnout for a shortish ride to the Alby Craft and Garden Centre tea rooms near Aylsham. It was nice to see three of our bike Associates joining us. I think it's good for Associates to ride with the Group to see the advanced riding system put into practice by other riders. I hope Mike, Andrew, and Dek enjoyed it.

There were enough bikes to split into two groups and thanks to Steve Silcox for leading one of the groups. We rode mostly on B roads via Nth Elmham, Guist, Melton Constable, and Blickling. All lovely roads and quiet on a Sunday morning.

The tea room has plenty of outside seating so we all enjoyed refreshments out in the sunshine. I can vouch for the cakes, although I'm not sure what makes one cake "artisan", and another just normal. Apart from the price of course. There were even a couple of peacocks putting in an appearance.



As usual some people found their own way home, and I lead a small group back via Reepham and Bawdeswell. On either side of this road (B1145), in a number of places, there are works going on to do with offshore wind farms, cable laying I assume. Where the works straddle the road there are short 30 MPH speed limits. At the end of some of these sections, on the post holding the national speed limit signs was a small rectangular sign saying just "end", underneath the round national speed limit sign. I assume this means end of the works but it's a bit of a confusing sign.

Thanks for all who attended, good to see you all as ever.

Jan Cain

22nd June Wymondham Windmill

Only one rider, Elke, turned up to join me this morning. It was the British Superbike Racing Round at Snetterton, so maybe everybody else had gone there. Who knows? Anyway, Elke and I decided that rather than go to Foxton Locks as listed, we'd go to Wymondham (pronounced Wim-en-dem by the locals) Mill near Melton Mowbray. It's a lovely place and one of our regular destinations.

Good roads too, once we'd cleared Spalding and got to the hilly bits West of Bourne. Lincolnshire seems full of good rides and the A151 is a classic. Well surfaced, rolling hills and lovely bends. It's very popular with motorbike riders and there's a bikers' cafe just before the A1 junction at Colsterworth. Not for us though, we rode on over the A1 and through Colsterworth and soon saw a sign for the mill. Even the minor roads for the final few miles were good to ride.

The mill is a popular spot for drivers, riders, and cyclists. There's the obligatory cafe, outside seating, a farm shop and a small selection of "boutique"



shops. It seems to get more attractions every time we go there. Normally when we visit it's very busy, but it was relatively quiet when we arrived. Not much of a queue in the cafe and plenty of free seating outside. Coffee and cakes over, Elke persuaded a chap to take photographs of us by the windmill, then it was time to head home.

We headed South to Oakham, round the ring road and then on past the end of Rutland Water to join the A47 at Uppingham. Even this is an excellent road to ride. It must be the rolling countryside. It's enjoyable that is until it becomes the Peterborough Northern bypass where it's a slog of unremarkable dual carriageway. After that is an equally boring road all the way to King's Lynn.

Jan Cain

8th June Bircham Windmill

Summer is officially here so nine riders were greeted by cold, cloudy and blustery conditions for a short sojourn to Bircham Windmill. Taking the direct route would have us at our destination in less than 30 minutes so we added on a few miles to ensure that we arrived after the mill had opened. So, splitting into 2 groups, we journeyed via Castle Acre, Litcham, Tittleshall, Fakenham, the Creakes, past the CITB into the Birchams and onto the mill, close to 50 miles. The roads were clear of traffic and apart from the recent rain-washed detritus, were mostly dry and a pleasure to navigate. We arrived around 10.20 and as the mill was relatively quiet, we were served quickly, I was delighted to be informed that the coffee could be refilled for free, the lads were delighted at the size of the pastries.



Bircham windmill was built in 1846 and worked until the 1920s when the sails were removed and the tower abandoned. It was bought by the current owner in a very dilapidated state. Initially the two adjoining cottages were renovated. Then, because the mill was dangerous, with timber falling from the top, it was decided to put a new cap on and restoration began. The cap went up in 1979, followed by the sails in 1981. The interior of the mill was also restored, with three floors being completely replaced and all the machinery and stones gathered from farm sales and other derelict mills.

The mill is now fully restored and in working order. Visitors can climb to the very top and go out on the fan deck. They have a well-stocked bakery and the café sells a variety of cakes and pastries. Steve, the owner is a keen biker who currently owns a BMW GS1300 but we won't hold that against him.

Post victuals the usual bomb burst home took place from a local destination, beating the forecasted drizzle and allowing sufficient time to clean the bikes, well for some of us anyway.

Until the next time **Dave C**

25th May Southwold

A cloudy but warm Sunday morning and 6 riders turned out for a ride to Southwold. We picked up one more rider at Swaffham then made two small groups with both groups riding the same planned route.

Further into the ride and after Thetford, Watton, Old Buckenham, Pulham Market etc the roads became more interesting, winding through some lovely Suffolk landscape with a few lengthy sweeping bends to enjoy towards Harleston and Halesworth, arriving at a superb cafe, slightly short of the Southwold Pier, the Old Hall Cafe and Walks situated in Reydon, Southwold IP18 6SG. This cafe offers wonderful locally sourced produce and a great broad menu, a few of our riders took up the Old Hall Breakfast which looked extremely inviting. This café was originally introduced to us by one of our other core riders who wasn't with us this time round, so thank you Mel T!

We sat outside welcomed by glorious sunshine overlooking miles and miles of the amazing Blyth Estuary & mudflats, a definite sense of serenity. After good conversation we all decided it would be rude not to take advantage and go on to the Southwold Pier. Surprisingly it wasn't as busy as we thought it could be for a Sunday Bank Holiday weekend. We even had the designated motorcycle bays all to ourselves. Roly made sure to check whether we needed to pay, fortunately we didn't!

We walked and wondered out and about onto the Pier, rekindling childhood memories. After soaking up some sun, sea and cheeky Sunday ice cream there were opportunities for a few fun photos.



Thank you, Ian Rodie for leading one of the groups and Paul C as tail end Charlie and thank you Roly for being tail end Charlie to my group.

Nearing home at Sandringham it was the icing on the cake to see a lot of the sports cars turving out of the Annual Pageant of Motoring, Classic Car event on Sandringham Park - a celebration through the years - some serious Aston Martin's and other wonderful head turning vehicles!

Elke

11th May Parlour Cafe, Binham

A lovely morning and forecast for a hot day. 8 riders turned out for a ride to Binham including one full IAM member fairly new to this area checking us out.



Elke had produced a fabulous route across the heights of West Norfolk for us, all on quiet roads and passing two stately homes. Early in the ride we rode down the main approach to Houghton Hall for a good view of the front of the house, and later on we skirted the grounds of Holkham Hall. We do OK for stately homes in West Norfolk. This time of year the trees are at their greenest so we had a bit of shade as we rode along.

We skirted the coast at Wells and then climbed to Binham for our well earned refreshments. The Parlour cafe is next door to Binham Priory, and we sat in a lovely courtyard with the bells of the priory ringing out. The Parlour Cafe is well worth a visit. Good coffee and lovely food. As a nice touch a waitress cleared our table when we'd finished and then brought out jugs of iced water and glasses for us. How thoughtful.



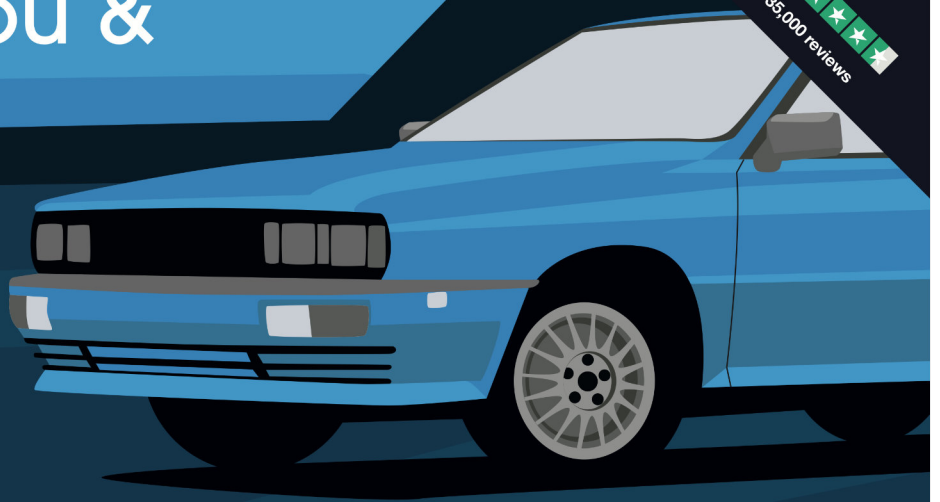
We rode back on much the same route with people breaking off at various points for their run home. Thanks to all for the company and to Steve Silcox for leading a group. Our visitor, John Clarke, was so impressed he's now joining the Group. Was it the company or the cakes?

Ian Cain

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