

WHEELS

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



Spring 2026



NNAM

at

60

*Celebrating Six decades
of safer motoring*



1966-2026

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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

Welcome everybody!

Following our tremendous and successful 60th AGM, thanks to Carl Sturman our Area Service Delivery Manager (East Central England and Anglia) for attending, delivering a speech and awarding our recently retired Martin Woodhouse an Honorary certificate, we've kickstarted the year on a promising footing.

Thanks to members for settling annual membership subscriptions we can continue doing what we do best – to exist to improve the standards of driving and riding on our roads and road safety across the country.

Our member retention is excellent, and we have had a good flow of new associates joining, a great start to the year. Welcome new associates!

You'll notice a few new names on our committee, volunteering their time and resource.

A recent Annual Report of our charity shows positive objectives and always shines a light on the key areas we focus on. Our aims to include the monthly socials, the mobile display unit, regular Rideout's, the younger driver scheme, editorial, social media, our charity accounts, observer training, training associates, new committee and so forth.

On occasion and very rarely we refer and/or recommend our members to the East Anglian Drivability, a dedicated outfit that supports people of all ages in gaining or retaining independent mobility by providing high-quality information, advice, and assessments. www.eastangliandrivability.org.uk.

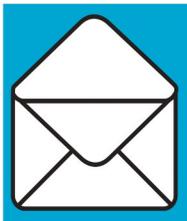
IAM Roadsmart have released their skills days for 2026 for both car and motorcycle. Skills development with qualified instructors using iconic racing circuits. A good day out! It'll feature on their website. An opportunity perhaps to consider up-skilling!

IAM Roadsmart went live with their new website mid-October plus featuring a live web chat, a quicker way to connect with real live people.

The pulse continues here, the beating heart. Finally we are in conversations to celebrate our charity's 60th anniversary, I hear a party is forming for June 2026. Keep a look out for more news.

Stay safe, calm and focused. Wishing you all a great start to the year!

Elke



Do we have your correct contact details?

Have you moved house, or changed your phone number or email address? Please let us know at

socialmedia@nnam.org.uk



Bob Tash Associate Training Coordinator

The co-ordination of Observers to new Associates is going well and, dare I say, slightly better than it has been of late. There are still only seven active Observers and currently none of those are in the North Norfolk Area.

The good news is that we have two recent Associates who are not only keen to take (and pass) the Advanced Driving Test but also to progress as soon as possible to become fully qualified National Observers, albeit this will take some time. One of these lives in the North Norfolk Area. Not only that but we have another new Associate who is already a qualified National Observer once with the Cambridge Group but has now moved to, yes you have guessed it, North Norfolk. I think all my Christmas presents are arriving late this year!

Although all of this will take a little time to progress through it will be so helpful to have Observers that can cover that area in the future rather than having to ask our existing Observers and sometimes a new Associate to travel long distances to meet and carry out the Observing.

The current state of play is that there are 27 Associates allocated to our 7 Observers, so nearly 4 each, and nine new Associates on the waiting list for the full course, a slight reduction from previous quarters.

You will also see elsewhere in this magazine that there have been some other changes in respect of Observing roles following the AGM in January. Kevin Smith has stepped down from his role as 'Observer Training Co-ordinator for cars' and this will give him a bit more space to carry out the normal Observer role.

Ian Slater has taken on the role of Chief Observer so he will have a busier time than before as he now has additional duties.

So, as always if any of you Members out there are interested in becoming an Observer please let us know and we can arrange for you to be trained up and take on this very rewarding role.

Please, give it serious thought.

NEW ASSOCIATES



| | |
|-----------------------|--------------------|
| Mr. Will Mower, | Wicklewood |
| Mr. James Tattersall, | Woolton |
| Mr. David Gumb, | Hunstanton |
| Mrs. Jurgita Waters | Norwich |
| Mr. Geoff Roberts | Barnham Broom |
| Mr. William Thomas | Norwich |
| Mr. Jonathan Everest | Wells-next-the-Sea |

TEST SUCCESSES OBSERVERS



| | | |
|-----------------------------------|--------------|---------------|
| James Softley (1 st), | Mundford, | John Walden |
| Mike Palmer, | Whittington, | Paul Chittock |

NEW ASSOCIATES



| | |
|---------------------|------------|
| Mrs. Mandy Holland, | West Winch |
|---------------------|------------|

TEST SUCCESSES OBSERVERS



| | | |
|-------------------|--------------|-----------------|
| Paul Stevens, | Whittington, | Steven Silcocks |
| Richard Craig, | Kings Lynn, | Paul Southwell |
| Gordon McCalmont, | Gaywood, | Paul Southwell |
| Mike Ford, | Downham Mkt. | Ian Cain |

NEW FULL MEMBERS

| | |
|------------------|------------|
| Dr. Jess Russell | Dersingham |
| Tony Walker | Cromer |



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

This was the 60th AGM of the Norfolk and Norwich Advanced Motorists and the Chairman welcomed about 30 members. We were also joined by local examiner and former Chairman Soji Ojelade and by Carl Sturman, the IAM Area Delivery Manager for our part of the world. Apologies were received from a number of members.



The minutes of the 2025 AGM had been on the Group website for most of the year and were accepted as a true record. There were no matters arising from those minutes.

The Chairman gave his report for the year telling members that the MDU had been busy during the Summer attending events all over the county. He thanked Keith Mace for finding and booking most of these events and for towing the unit to the events. The MDU is in storage for the Winter and in need of some minor repairs ready for the next season.

Recruitment has been good this year with 6 bike and 26 car Associates joining us. We still need more car Observers especially in the parts of the county away from Norwich.

Thanks to Kev Smith, all our active Observers are now qualified to national standard. He has given a lot of time to Observer training and driven all over the county doing pre-test check drives and is a real enthusiast for safer motoring. He is standing down at the AGM but we're lucky to have a replacement.

The Chairman thanked all the Committee, without whom the Group could not exist, on behalf of the membership. There are still vacancies on the Committee which means that the current Committee members are often covering more than one role. This is unfair on them, he urged the members to step up and take on some of the load.

The Chairman then thanked Keith's partner Caroline who provides the tea, coffee, and biscuits at the social events, an important task not to be underestimated.

Along with our Group's 60th anniversary, this year is also the IAM's 70th anniversary. Events will be organised to mark both occasions.

Due to illness the Secretary was unable to attend but sent her report via the Chairman. She highlighted how successful we had been this year and praised our Observers for their efforts. She also said that despite no Committee member in the role of social events organiser, we have been able to provide a full year of interesting speakers and thanked Lara Slater for sending out the information on events and maintaining our social media. Also a reminder that if you change address or any contact details please let the Membership Secretary know.

The Treasurer then gave his report and each attendee received a copy of the Group receipts and payments accounts. The report detailed where our expenditure went and where our receipts came from. We are in a slightly better position than last year but postage still accounts for a large chunk of our expenditure. The accounts were approved by the meeting and the Chairman thanked Greg for his sterling work.

The officers of the Committee (Chairman, Treasurer, Secretary) all stood again and were accepted by the Members. Most Committee members were willing to stand again, and 3 posts that were vacant were filled. These were the Membership Secretary, Chief Observer Car, and Chief Observer Bike. However there are still vacancies on the Committee which are detailed in the minutes of the AGM.

Finally we said goodbye to Martin Woodhouse who has been a member for more than 40 years and on the Committee for much of that time in most of the posts. He was thanked by the Chairman and presented with a bottle of good whisky. He was also presented with a Certificate of Appreciation on behalf of the IAM by Carl Sturman and made an Honorary Life President of the Group, receiving an enthusiastic round of applause from the members present.

The minutes of the AGM will be available on the Group website for comment. If you were at the AGM please read them to ensure they are a true record.



It was my second AGM as Chairman in January and the start of my 3rd and last year in the post. At the AGM two members of the Committee stood down, Martin Woodhouse and Kevin Smith.

Martin Woodhouse has been on the Committee for many years and has held just about every position. There was a presentation at the AGM to mark his retirement and to thank him for his years of service. He has been made Honorary Life President of the Group.

We also said goodbye to Kevin Smith, our car Observer trainer. Kev has held this post for some three years and in this time has brought all our Observers up to National standard, mentored members to masters status, and driven all over the county doing pre-test check drives. A busy man and we are very grateful for his efforts.

We have renamed two posts on the Committee, we now have a Chief Observer Car, and a Chief Observer Bike. The roles haven't changed but the new names align with other groups and are what the IAM expects.

This year is the 70th anniversary of the formation of the IAM and is this Group's 60th anniversary. We will be celebrating both events later this year. More information on this as plans are firmed up.

Finally, I was in Halfords in King's Lynn this week and spotted an accessory for your car by the till. It was a holder that clips into the car's air vents exactly the right shape to hold a MacDonald's chip cone. There was also a similar item to hold a small cup for sauces for dipping your chips in. I suppose that makes sense given that most cars have cup holders now.



What You missed



Steam seemed to be in the blood of the Frances's as they built a miniature steam railway in their garden. Rowan's father worked on steam ships during WW2. Later captaining a ship specially built for clearing wreckage; clearing Hong Kong Harbour and around the UK coast too. Rowan was offered a huge steam roller for £5 which he gladly accepted. This was the beginning's of the Forncett Steam Museum.

He moved to Leeds for a time to become a fully qualified anaesthetist would you believe.

Another offer for Rowan was two steam engines which the Science Museum wanted rid of. The collection is slowly growing.

It seems its not what you know but who you know, as Rowan was offered two 147 hp engines that operated Tower Bridge because it was being converted to electric. He was lucky enough to be given the use of cranes and lorries for free. The police closed the road and only allowed him two hours to remove them and take them away.

The issues they have when removing any of these huge steam driven engines piece by piece is immense. Some are allowed to be removed through the roof, others through the only entrance available. Whether it be a beam or a ten ton flywheel, most engines have to be carefully dismantled and extracted without damaging the building housing the machines. In those early days no safety helmets were worn as there was no Health & Safety.

Another offer of a Water Works Pump for £1000, a price he could not afford so it was agreed a payment of £18 per week was acceptable. Because of this Rowan left the NHS to work in Saudi Arabia for three years: the pull was American wages.

The museum owns a 1897 steam car once owned by Dick Joyce (of Anglia TV fame), once housed in the Bygones Museum (now closed) at Holkham Hall. When used on the road a red flag preceded the

Should you wish to visit, the Steam Museum it is open every Wednesday and Sunday all year round as static displays only. Working displays are from May till October on the first Sunday of the month.



Wally Web gave us a fascinating talk on Ghosts of the Norfolk Broads with some interesting and intriguing tales to an engrossed audience.

For instance William the Conqueror tried to seize St.Bennetts Abbey. He failed and camped out near by for weeks. One brother betrayed the Abbey and its occupants in an agreement with William if he made the brother the Abbot. This he did but all the occupants were killed and the brother was hung for betrayal. On the 25th May it is said he can be heard screaming.

The drummer boy of Potter Heigham had secret relations with the daughter of a local farmer, meeting every evening and beating his drum to signal her. The father didn't approve of this at all.

One freezing night he skated across Hickling Broad, beating his drum to meet her, but the ice gave way, the drumming stopped and he drowned. It is said that on frosty nights you can hear the beat of a drum and the swish of his skates.

Roman, Saxon and Viking, there were many more ghostly myths told on this evening. From the hanging of rogues at Acle Bridge, Saxon Kings of Horning to St. Bennetts Abbey, and the dragon of Ludham.

From Oulton Broad a wherry carrying treasure sails out to sea with most of the crew fighting and killing each other. Now only seen as a ghostly image. More stories from Bury St. Edmund, Lady Alys (Saxon) and King Olaf, many a tale from the River Thurne, Beccles and the plague and Bugh St Peters church were told. All full of ghostly tales and mysteries.

Following on from our AGM meeting we had the pleasure of an informal talk by Carl Sturman, our IAM Area Delivery Manager.

Carl has a background in policing and covers an area from Norfolk over to Oxford and from Market Harborough to the Thames area.

He covered various aspects of the IAM and its way forward including getting younger people to sign up by shortening the courses and finding a way to do this.

Another suggestion was; due to the lack of enthusiasm from members to join committees and help run their groups, should we allow in outsiders for committee positions. From our group and those that attended our meeting it was a resounding 'no' from the floor.



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

11th March - Wally Webb - Adventures on the Norfolk Broads (What you may not know)

An illustrated journey through the Broads revealing little known and interesting facts, unusual sights and the wonderful wildlife. Educational, amusing and sometimes unexpected. This trip will change the way you think of the Norfolk Broads.

After acquiring his first small boat he discovered Norwich first and then travelled further afield. Over forty years he now has his fifth vessel and travelled every part of the Broads. On the way there were many discoveries and incidents. This illustrated talk journeys around the Broads discovering wildlife, odd sights and tricky navigations. A captivating tour of the waterways with stunning vistas and hidden gems.



8th April - David Fourstar

I've always had a passion for anything mechanical. Some of the cars I've had over the years have been changed or modified into kit cars, of which I've had several. In 2018 I decided to design and build my own kit car using a Jaguar engine which took me six years to complete. This talk will take you through my journey pitfalls and all.

May 13th - Andrew White - It Happened Here

Andrew is a World War 2 historian and has written many books on the subject. He served in the RAF Intelligence Branch as a Wing Commander. Andrew now works as a battlefield guide.

June 10th - 60th Birthday Celebrations

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

A sequel to his previous talk on the 60's

September 9th - 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.

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.



Ian Slater
Chief Observer

Having been given the honour of being elected Chief Observer (cars), I thought I had better introduce myself to those I haven't met. I passed my driving test in 1977 and the IAM test (as it then was) in 1996.

Driving and cars in general are some of my main interests - if it's got four wheels I'd like to have a go in it. Over the years I've had front and rear wheel drive, four wheel drive, front engine, mid engine and rear engine, cars with 3, 4, 6 and 8 cylinders. I even tried a Chieftain tank once; felt very safe but not that practical with very poor fuel consumption.

Before I retired I worked in the insurance industry, underwriting personal accident insurance. I am therefore very aware of the statistic's surrounding deaths and injuries on our roads. This contributes to my wanting to do anything I can to reduce those figures, which is why I became an observer.

I note that there has been a lot of discussion about the brightness of the latest generation of LED headlamps. Although I am a great fan of these headlamps - the PDLs+ ones I have on my Porsche Macan are exceptional - I do understand that they do cause some people problems, but they are here to stay for the moment however.

So, what can one do to mitigate against being dazzled ?

First and most obvious is having regular eye tests to make sure your vision is up to scratch. Next, ensure that your windscreen is clean - inside and out. If it's not, light scattering can make the problem worse. On this point, make sure **your** headlamps are clean, to assist other road users. If you do find yourself being dazzled by an oncoming vehicle, instead of staring straight into the oncoming beams drivers are advised to avert their eyes slightly toward the nearside edge of the road ahead. This helps keep you on course and reduces the dazzling effect. If the glare significantly reduces your ability to see safely, you should slow down, if it's very bad, stop off the carriageway until your vision recovers. Remember, if you can't see, you're not driving - you're guessing. All this is of course covered in "Roadcraft" but I thought I would highlight it here. Pun intended.

RAC Report on Motoring 2025

The RAC Report on Motoring provides a detailed picture of drivers' attitudes and opinions on important topics – from understanding the continuing role the car plays in so many people's lives to the condition and maintenance of the UK's roads and the behaviour of other road users. The Report also compares the most recent findings with those from previous annual reports on motoring in order to highlight changes and trends in motorists' views.

In terms of Road User Behaviour the most widespread issue, cited by 25%, is the general standard of driving: this includes failure to indicate correctly, poor lane discipline and appearing distracted while at the wheel. Aggressive behaviour such as tailgating, overtaking dangerously and road rage is the top concern for just under a fifth of drivers (18%).

Other major concerns include drivers under the influence of drink and/or drugs (12%), excessive speeding on 20mph or 30mph roads (8%), motorists using handheld mobile phones, distracted pedestrians and excessive speeding on high-speed roads (all 7%). Just 6% of drivers say they are not concerned about the substandard behaviour of other road users.

It is probably the most comprehensive report of its kind or a wide range of motoring issues and many of its findings are used in journalistic reports and quoted in other documents to provide supportive information.

Graham Feast Consultancy

A CHANGE OF MEETING POINT CONCERNING RIDEOUTS

NEWS

And other bits

Rides are subject to change due to weather. The destination details and route will be on the Fenriders' Whatsapp group the week prior to each rideout. Meet in Sainsbury's car park by the Hardwick roundabout in King's Lynn (PE30 4LB). Enter the car park and pass the petrol station on the right. Follow the car park "ring road" and meet in the parking spaces on the right just past a pedestrian crossing and a shopping trolley park.

Rides leave at 10:00am in November, December, January and February, and at 09:00 during other months. If you have any questions please contact the rideout coordinator.

CALL FOR MOTORWAY SPEED LIMIT CHANGE

Motorists continue to call for speed limits on dual carriageways and motorways to be increased to 80mph, suggesting the benefits would be reduced congestion.

It explained that the 70mph speed limit was introduced almost 60 years ago, and improvements to vehicle technology have helped reduce dangers on the road. The petition creator suggested that motorways should have a speed limit of 100mph, while dual carriageways could carry an 80mph limit. It added that faster travel could "enhance reliability of supply chains and logistics", as well as improve the flow of traffic.



Tyre Statistics

TyreSafe highlights that over the last five years an average of 153 people have been killed or seriously injured each year in incidents involving defective tyres — rising to 172 KSI's in 2024, well above the long-term average.

Further data underlines ongoing complacency:

2.1 million MOT failures were attributed to tyre defects in 2023–24

36% of those vehicles had already received tyre-related advisories at their previous MOT

One in five motorway breakdowns continues to be tyre-related.

Graham Feest Consultancy

A big thank you for the honour you bestowed on me at our recent AGM.

I could not have done all that I have for the group without the support & help of all the members.

I wish all the new committee and particularly the new members all success in this the 60th anniversary year of the group.

Lets make it a year to remember in a good way.

I think we all know of the problems we face, not only on the Road Safety front, but in general.



Scan the QR code to navigate directly to the NNAM website



**DEADLINE FOR THE NEXT
EDITION OF "WHEELS" IS
1st May 2026**

Vivien Clarke (Editor)

Membership matters



Neil Spinks

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

My name is Neil Spinks and I am now the new Membership Secretary since being elected at the recent AGM.

Before introducing myself, I would like to take this opportunity to thank Martin Woodhouse for his sterling service, not only as Membership Secretary but for all the help he has given the committee and the group over the years. Whilst I am sure Martin will still support the various social events held by the group, this year has witnessed the end of an era for him at committee level – Thank you Martin for your service.

And so, on to my advanced motoring story so far, with a bit of background thrown in for good measure.

In addition to the enjoyment of driving, I am a lover of live music and attend many concerts each year. I have always played various sports however, in these times of a more mature age, I restrict that now to just keeping fit. I live in the Kings Lynn area and like to travel as much as time and funds will allow. I am a collector of clothes, most of them are of the more classic or vintage styling with a significant collection of hats, which do get worn.

Many of the recent changes for me really started with my retirement from what I fondly termed 'my day job' as an Operations Manager for a marine engineering company. I had completed the training of my successor and finally stepped down in May 2022. The problem was, I didn't think I could handle retirement – not all in one go anyway, so I set about some re-training.

I have held an HGV licence for some years and drove occasionally to keep my hand in. In addition to this, I trained and qualified within the HGV sector as both an instructor and driver assessor. I am pleased to report that I am now able to offer a range of services and have a good supply of work, including some public speaking.

Now, given this semi-retired status, another thing I had always wanted to do was to train and become an Advanced Driver. I thought this would enhance my love of driving and provide me with additional road craft knowledge and experience.

My progress within the world of advanced motorists has been more rapid than I had anticipated. I was confirmed as an IAM Associate Member in March 2025 and by June of that year had joined NNAM, had six Observer sessions, attained a First in my test to become a full member. On the 11th June I attended my first social meeting, along with my Observer Paul Chittock, to whom I am very grateful for all his help and guidance. This gave me an opportunity to get to know the committee and some of my fellow members. I soon became aware that the club needed help in a number of different areas, one of which was to prepare for Martin's retirement from the Member Secretary role.

Having now taken over, I hope I can do the job justice and play a part in keeping the Norfolk and Norwich Group of Advanced Motorists on track for the years ahead.

It doesn't stop there of course - NNAM has a good membership base and I would urge any of you who haven't attended a social evening or an event to get involved. There is so much more to being a member than to just receiving this newsletter.

Thank you all for your commitment so far and please make the most of your membership.



Spanish holiday

If you are intending to take your vehicle to Spain for your holiday this year be aware that Spanish motoring law has changed

1. Previously it has been the law in Spain that you **MUST** carry a red triangle in your vehicle at all times
2. This is not now a requirement
3. The Red Triangle that was previously a requirement has been changed to an amber flashing beacon.
4. If you **DO NOT** carry an Amber Flashing Beacon in your vehicle and get stopped by the police you will receive an on the spot fine
5. **What is the V-16 beacon and Why is it being introduced?**

The V-16 beacon is a small, flashing light that is placed on the roof of a vehicle in the event of an emergency. Unlike warning triangles, which require drivers to exit their vehicles—posing a significant risk on motorways and high-speed roads—the V-16 beacon can be deployed without leaving the car, significantly improving safety, particularly in poor visibility or hazardous locations.

These beacons emit a 360-degree amber flashing light that can be seen from a considerable distance, helping to alert other road users to a stranded vehicle well in advance.

6. **Implementation timeline and penalties**

From 1st January 2026, the use of the V-16 beacon has become mandatory and warning triangles will no longer be accepted as a legal alternative.

Penalties: Drivers who fail to comply with the regulation could face fines of €80 to €200.

7. **Is this A Step Forward in Road Safety that we should consider?**

This initiative reflects Spain's commitment to adopting modern technology to improve road safety. By replacing traditional warning triangles with high-visibility, geolocated emergency beacons, the new regulation aims to reduce roadside fatalities and provide quicker response times for stranded motorists.

Enjoy your holiday wherever you go and be very careful if you are driving

The Highway Code

Major changes were made to the Highway Code on 29 January 2022.

The changes were intended to ensure that those who can cause the most harm have the greatest responsibility to reduce danger to others.

Specifically, the changes include:

- Giving priority to pedestrians crossing or waiting to cross at junctions.
- Requiring drivers to give way to cyclists going straight ahead when turning in or out of junctions.
- Establishing safe passing distances and speeds when overtaking cyclists and horse riders.
- Encouraging the "Dutch Reach" method when opening car doors to avoid hitting cyclists.

However, three years on, most road safety organisations are concerned that the new rules – and the responsibility now placed on drivers – are not well enough understood.

Have you all read and understood the new regulations?

As members of a road safety organisation we have a duty to educate all other road users.

Treasurer's Report.



Well, that's another AGM over and dusted for another year with the figures voted for and accepted. Phew!

The bottom line figures showed a slight increase from the previous year, and although it's in the right direction, we cannot be complacent. The increase in the number of new associates certainly helped to put the figures in the right direction. Let's hope it continues during 2026.

However, January 1st is membership renewal time, and having seen the bank statements, I am very disappointed with the number of members who have still not increased their standing orders to the correct amount. The membership fee increased in 2024 and particularly with mobile / telephone banking, it is just an armchair job to alter your standing order.

The committee have decided that, although those only paying £12.00 have received this issue, in future, they will only be able to read Wheels via the website. With the cost of the magazine production plus the postage, it is just not economically viable to continue sending out printed copies. We will email you the link whenever each issue appears.

However, all is not lost!! Check your bank statements. If you have only paid £12.00, just make an additional payment of **£3.00** and your full membership will be re-instated.

Payment can be made by good old-fashioned cash at one of our monthly meetings or by **BACS**, sort code **60-24-52**, Acc No **15065464**. Make sure you put your name / mem. number as a ref. or by cheque to me at: April Cottage, West End Avenue, Brundall, Norwich, NR13 5RF.

Happy and safe motoring!!

Greg.

LIMITED EVIDENCE TO SUPPORT POORER EYESIGHT IS A ROAD SAFETY ISSUE

This challenges assumptions about the role of eyesight problems among drivers and their risk of collisions, particularly regarding age-related sight issues. Throughout my 50 plus years in road safety we have always found a lack of evidence that people are having crashes because they cannot see and certainly just because they cannot read a number plate at the required distance does not mean that they cannot see distance does not mean that they cannot see where they are going or what might be in front or behind them.

The review found that only very limited evidence directly links most types of visual impairment to increased rates of vehicle collisions or related road casualties in studies from the UK.

Researchers noted that many drivers with visual impairments may self-regulate their behaviour to reduce their risk. For example, those aware of vision limitations may avoid night driving or high-speed conditions, adopt slower driving speeds, or increase scanning behaviour to compensate for reduced visual function.

The review also found significant gaps in the UK evidence base.

The DfT said it will consider whether changes to national vision standards or testing procedures are warranted, particularly as the population ages and the number of older drivers continues to increase.

Graham Feast 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 at membership@nnam.org.uk giving your name and membership number.

Your personal details will not be shared with any third party other than IAM Roadsmart and will be held securely by the Membership secretary. Your details will be deleted when you cease to be a member of NNAM.

Fen Riders

Ride Out Calendar 2026

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

NEW MEETING POINT

Rides are subject to change due to weather. The destination details and route will be on the Fenriders' Whatsapp group the week prior to each rideout. Meet in Sainsbury's car park by the Hardwick roundabout in King's Lynn (PE30 4LB). Enter the car park and pass the petrol station on the right. Follow the car park "ring road" and meet in the parking spaces on the right just past a pedestrian crossing and a shopping trolley park.

Rides leave at 10:00am in November, December, January and February, and at 09:00am during other months. If you have any questions please contact the rideout coordinator.

2026

| Month | Date | Destination |
|-------|------------------|------------------------------------|
| Jan | 11 th | Shepherd's Baa, Lynford Hall |
| Jan | 25 th | Bawdeswell Garden Centre |
| Feb | 8 th | Walker's Cafe, Mildenhall |
| Feb | 22 nd | Beach Cafe Wells |
| March | 8 th | Pickle & Pie, Yaxham |
| March | 22 nd | Ruskington Garden Centre |
| April | 12 th | Krazy Horse, Bury St. Edmunds |
| April | 26 th | Bure Valley Railway, Aylsham |
| May | 10 th | Skylark Garden Centre, Wimblington |
| May | 24 th | Southold |
| June | 14 th | Bircham Windmill |
| June | 28 th | Wymondham Windmill, Melton Mowbray |

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25th January - Bawdeswell Garden Centre

Six riders did meet on the 25th Jan for a short sojourn to Bawdeswell. Arriving at our designated starting point we were surprised to find that Sainsbury's car park was nearly full, well before the 10am opening time. It turned out that there was a VW camper van rally taking place and it was extremely popular. As we departed there was still a steady stream of iconic vans queuing to get into the car park.

The decision had been made to take the most direct route as it was rather chilly and the road conditions still left a lot to be desired. 30 odd miles later following the B1145 we arrived at our destination. The Garden Centre is part of the Cherry Lane franchise, I don't know if it is a new acquisition but the café wasn't where we expected it to be. However, in line with all good garden centre designs you still have to traverse the entire store to get to the confectionary. We were kept entertained as one of our number (no names, no pack drill) temporarily mislaid his keys but through a process of elimination he was very

relieved to be reunited with them. We were joined by Roly who had driven over as he is still recuperating from his off last year, it was great to see him in fine form and to catch up on the gossip.

The return ride was the usual bomburst as members made their way back to their respective domiciles. Many thanks to Steve C for undertaking tail end Charlie and I'd also like to take this opportunity to thank our outgoing membership secretary Martin Woodhouse for his outstanding contribution to the group. For over 35 years he has served the committee in various roles and I wish him all the best for the future.

Cheers Dave C

11th January

No rideout to Lynford Hall due to the dangerous icy conditions and the wind chill factor.

Ed



28th December Ski Cafe, Hunstanton

Six riders turned out on a chilly but dry day for a ride to the seaside at Hunstanton. Don't be fooled by the name. The Ski Cafe at Hunstanton is nowhere near any snowy slopes, it's so named because of the boat launching ramp next to the cafe used by water skiers. It's also used by the "Wash Monsters", if you don't know what they are take a look at Hunstanton's tourist website. They weren't out and about while we were there though.

Our route took a roundabout way to

Hunstanton, via Hillington, Bircham, Docking and Ringstead. This took us across the heights of West Norfolk with surprisingly steep hills and good views both across to the sea and inland. There are some lovely roads in that part of the world, and in complete contrast to our last ride they were all dry and clean.



The Ski Cafe has one thing in common with it's Alpine equivalents, it provided much needed warm food and drink. It was surprisingly busy as well. People walking off Christmas excesses I suppose.

We discussed our Christmas's and put the world to rights before setting off on our various routes home. Thanks to all who turned out and a Happy New Year to you all.

Ian Cain



14th December
Wells Beach Cafe
(A fragment)

Ten brave and solid riders assembled at Sainsbury's for the shortest ride on our calendar, on the oh-so-nearly shortest day of the year. A good turnout for a week before the Winter solstice, assisted no doubt by the not-particularly wintery weather. Now whether we are winter riders at this point is debatable; the Met Office says so.

Regardless, the weather today is rather more clement than it has been recently, being both dry and almost into double-digits of Celsius. Today's route takes us, in two groups, to the Wells Beach Cafe via some nice North Norfolk B-roads and back lanes. Away from Fenland's unstable road foundations and the toll of heavy traffic, these are in reasonable condition - but they are still damp and cold and in places

slick with mud or strewn with gravel, so it's best to be mindful. For me, at least, 'making progress' both keeps the attention focused and 'sparks joy' in this otherwise slightly gloomy time of year.

The Beach Cafe is an oasis of warmth and light and provides excellent vegan sausage rolls and fancy hot chocolate among the Christmasy decor.



Warmed by food, drink and good company, riders then made their own various ways home. Along with a few others, my return route was via the coast road. The mix of intensely technical twisty bits (heightened by the intermittently slippery surface) punctuated by slow village transits results in an interval training-like ride, albeit diminished slightly by the dullness of the Snettisham bypass. A short report of a short ride on the (nearly) shortest day - a bright spot in the murk of (nearly, maybe) Winter.

Dave Robins



23rd November
Keysoe Equestrian
Centre

One lonely rider set off from a rainy grey Sainsbury's car park at the new meeting point. Heading out to Downham Market, some initial sat nav problems (I'd left it at home) were quickly overcome and the rain eased and the sky turned blue for a pleasant ride to Keysoe. Having arrived with no funny noises or smells emanating from the bike (Dave R) a pleasant breakfast and coffee was enjoyed. Watching a young girl bravely jumping some high fences brought a tear to my eye reminiscing when my own daughter had her pony. A Google maps ride home on some major roads made for a dull but fast ride.

See you all soon.

Al Bland

9th November
Route 11 Cafe

Nine of us turned out on a sunny Sunday morning for a ride across Norfolk to the Route11 cafe on the A11 between Attleborough and Wymondham (the Norfolk one this time). It was nice to see Secretary Elke back on her bike after a lengthy illness, she has been missed for the last few months. And because Elke was back we have much better pictures to accompany this article.

We have been starting our rides over the warmer months at 09:00, and since the Sainsbury's where we meet doesn't open until 10:00, the car park has been fairly quiet. Now it's Winter we start our rides at 10:00, the car park was very busy. Why do so many people go shopping at 10:00 on a Sunday? We had to be careful as nine bikes got in amongst the morning shoppers trying to park as close to the door as possible, but we all got out without mishap.

Our ride to Attleborough was pleasant, mostly dry roads and not much traffic. However we were riding East so the rising sun was often in our eyes and on occasions flickered through the trees at the side of the road. Very off-putting but we shouldn't complain about sunshine on a Winter's morning.



The Route 11 cafe is well worth a visit if you're in that part of the world.

After our social drinking and eating we set off for home using various routes depending on where in West Norfolk individuals lived. I lead a small group to King's Lynn via Dereham, Gressenhall, and Gayton. The weather stayed nice for us so a thoroughly good time all round. Thanks to Ewan for leading a group, and thanks to everyone for the company.

Ian Cain

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