

WHEELS

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

Winter 2025



NORFOLK & NORWICH GROUP OF ADVANCED MOTORISTS **“60th” ANNUAL GENERAL MEETING**

will be held at The Pavilion, Oakfields Road, Cringleford NR4 6XE.
on Wednesday 14th January 2026 starting at 7.30pm prompt. Buffet included.

Proposed AGENDA

1. Apologies for Absence
2. AGM Minutes for 2025
3. Matters Arising from previous Minutes
4. Chairman's Report - Ian Cain
5. Secretary's Report - Elke Martin
6. Treasurer's Report & Adoption of Accounts - Greg Chandler
7. Election of Officers: Election of Secretary, Election of Treasurer

The following Committee Members are willing to stand for 2026

Ian Cain	Chairman
Elke Martin	Secretary
Greg Chandler	Treasurer
Vacant	Membership Secretary
Keith Mace	Display Unit Manager
Vacant	Display Unit Administration
Bob Tash	Associate Scheme Coordinator (cars)
Paul Southwell	Associate Scheme Coordinator (bikes)
Vacant	Observer Training Coordinator (cars)
Vacant	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 and any items members wish to be included within the Agenda as printed above, must be notified to the Group Secretary by Wednesday 10th December 2025. –
email: secretary@nnam.org.uk
Committee Nominations must be in writing and agreed by the Proposer, Seconder & Candidate

Your Committee



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www.nnam.org.uk

You can visit our Facebook page too

<https://www.facebook.com/nnam.org>

Or our Instagram page
[@nnadadvancedmotorists](https://www.instagram.com/nnadadvancedmotorists)

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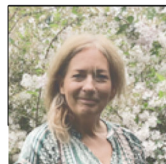
If you find any mistakes in this edition of WHEELS, please consider that they may well be there for a purpose.

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

A hearty winter welcome!

Coasting into winter with still mild temperatures as I write. It's been another booming year for us at NNAM. Such an amazing increase in associate subscriptions, contributing to making our roads safer and building a safer driving/riding environment for all. (That'll keep our amazing Observers busy, such a vital role).

It'll be almost two years since joining our dedicated committee, diligently supporting our charity and I'm still honoured to contribute to such a meaningful cause. Our volunteers are like gold dust, totally at the heart of our mission and show incredible tenacity. Our members too are valued, your loyalty and belief in our charity aims.

IAM Roadsmart have improved their website and are adjusting so that members alike have a smoother interaction. I'd encourage you to view their website from time to time for up-to-date information. (Their magazine packs a punch too)!

As we approach another sensational end of year calendar, let's remind ourselves of the great events that were carried out this year, be it the monthly socials arranged, the display unit organised to get to various venues, and to the consistent scheduled rideouts for our enthusiastic biking community, well attended I might add!

We hope you enjoy our Winter Wheels, where you'll find some tips, news, events past and present.

You might just be in time to catch our monthly group social for 7:30pm at The Pavilion Cringleford on **Wednesday 10th December** where Wally Webb will be giving an interesting talk titled, the Ghosts of the Norfolk Broads! Do join us before Christmas, there's a raffle and refreshments.

Our special upcoming 60th AGM is on the horizon. All our members and family are at the heart of what we do. Your voice, together with our resources make and shape the group and help maintain good governance. We'll have a guest speaker, some presentations with a super special light buffet, save the date. The more people that get involved, the better - **Wednesday 14th January 2026 at 7:30pm.**

I'd like to take this opportunity to wish you all a wonderful festive season and a healthy new year. If you find some spare time and can think of any good ideas, even for speakers or new MDU locations, we're glad to hear from you.

Make sure to take time to do something enjoyable or different! This time of year can be festive but please do look out for your neighbours or those perhaps a little more in need. Stay safe.

With Warm Wishes



Elke

NEW ASSOCIATES

Nigel Coppin	Watton
Mr. John Waterhouse	Old Catton
Mr. Charles Neesham	Lowestoft
Mr. Andrew Nicholson	Scarning
Miss. Angela Lawry	Norwich
Ms. Clare Lowry-Short	Norwich
Miss Kylie Eames	Acle
Mr. Eseosa Braimoh	Norwich
Mr. David Channell	Gorleston
Mr. Bernard Holden	Wymondham

TEST SUCCESSES OBSERVERS

Alex Morgan	Kirby Bedon	Ian Slater
Nick Walker	Eaton	Terry Vincent
Edward Neville	Halesworth	John Walden

NEW ASSOCIATES

Mr. Ben Sawyer	West Bilney
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TEST SUCCESSES OBSERVERS

Derek Bromage	Hunstanton	Paul Southwell
Michael Ford	Downham Mkt	Ian Cain

NEW FULL MEMBERS

Keith Williams	Ludham
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Bob Tash Associate Training Coordinator

All our seven Observers are fully committed with Associates on Full Course Training or Free Tasters. We did have eight Observers until recently but one has had to stand down due to health issues, hopefully temporarily. We desperately need more qualified Observers to keep up with the demand. A message we have put out before.

Geographically we have black spots such as North Norfolk and West Norfolk where Observers are thin on the ground. We always try to pair up a new Associate with an Observer as close as possible to minimise travel costs and time.

Observer Locations: -

Kings Lynn – 1; Swaffham – 1; Norwich area – 2; Thetford – 1; Dereham – 1; Diss – 1

I am now in the position of having a substantial waiting list and am therefore asking new recruits how far they are willing to travel to meet up with an Observer. I fear that if someone is on the waiting list too long, they will lose interest!

The Free Tasters, an initiative by IAM, have proved popular and involves just a one-off session with an Observer to provide, as the name suggests, a taste of what an Advanced Driving Course would be like and also to assess the applicant's driving ability. I am reluctant to turn any requests down as a Free Taster can often lead to signing up for a full course. However, with the limited number of Observers at present this is just another addition to the load.

We are also often asked to carry out a 'Check Drive' on already qualified Members who feel like they need an assessment of the current quality of their driving skills after having qualified some years ago. We would certainly like to oblige by carrying these out for any current and paid-up members but at present it is not possible because of the work load.

All Committee members are trying their best to recruit, persuade, cajole etc any suitable Advanced Drivers to take the training to become a National Observer.

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

Waiting List

At the time of writing there are: - 12 waiting for Full Course Training; 3 waiting for Free Tasters; 1 waiting for Check or Assessment Drive.



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, New Members and friends are welcome to come along to our Group Meetings, we have some interesting talks lined up.

Associate Coordinators: Bikes: Paul Southwell: Cars: Bob Tash

Important update:

Your Digital Membership Renewal

IAM RoadSmart have moved to digital membership which you have to download to your Apple or Google wallet

NEWS

And other bits

What do you mean I don't get a physical membership card !



We are pushed by IAM roadsmart into having digital membership cards on our phones. If this is not your cup of tea, have no Smart Phone ,or prefer a physical membership card then call IAM Support on **03003031134** option 2 ; or you could try E-mailing support@iam.org.uk for more info.

WEBMASTER : We are looking for someone to assist the current webmaster. If you have experience with HTML, CSS, JavaScript and web site management then drop a message to webmaster@nnam.org.uk with details of your skills and experience.

We would also appreciate your assistance with
Admin for our display unit.
Speaker Secretary for our social Meetings.
A member to organise Rideouts.

Scan the QR code to navigate directly to the NNAM website



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

Vernon Clarke (Editor)

Personal message

Dear friend's & members this is a personal message to you all.

I will not be standing for re-election at the AGM in January but after serving for over 35 years on this group's committee in various roles **including** 3 years as your chairman I wish to thank you all for your help, support & friendship.

I am not going away and you will have to put up with me at group meetings/events & helping on the MDU.

I am pleased to report that we have a volunteer to take on the Membership Secretary's Role Please treat him gently as this is as important a role as the Secretarie's & Chairman's. He will officially take over after the AGM so all membership matters/renewals will need to go to him and his details will be on our web site.

Kind regards to you all

Martin



Chairmans Chat

Ian Cain

There has been some discussion recently about the brightness of LED headlights on cars. I was riding home in the rain from the September Group meeting and was dazzled more than usual by oncoming traffic. It occurred to me that many modern cars have an automatic main beam function, and perhaps whatever controls this wasn't "seeing" me on my bike. Something to think about if your car has this function.

I attended an IAM "Network and Knowledge" event (these used to be called regional forums) on the 27th September, and the IAM staff there gave details of what the future holds. Here's a brief roundup:

There will be instructional videos on the IAM website on various aspects of safer driving and riding.

It is intended to put an Associate's run sheets onto part of the DARTS portal where they will be filled in by their Observer. These run sheets will only be accessible to the Associate, their Observer, and the Group Chief Observer. This system is being trialled by a number of groups with a plan to roll it out over the next year.

There are about 68,500 current IAM members, 40% aged 50 to 69 and 32% aged over 70. On average 55% of members renew their membership each year. About 58% of members are car drivers, 25% motorcyclists, and 6% both car and

The IAM intends to try and raise money like any other charity by voluntary contributions and intends to launch a lottery in 2026!

A new IAM website was launched in October, so expect more information for members to be digital.

We have a new Area Delivery Manager, Carl Sturman, who is our link with IAM head office. He will be at our AGM in January so if you have any questions about the IAM, he's the man to speak to.

And finally, for those who enjoy podcasts, look out for one called "Where's my Flying Car?" which apparently has a road safety theme to it.

Ian



What You missed



A full house listened intently to the talk by Sarah Taylor, our Police and Crime Commissioner for Norfolk.

She has a strong Civil Engineering background which involved analysing crashes (not for the Police) when there had been a fatality; reporting on improvements and what can be done to stop crashes happening again in the same area. Sarah would then report to the families concerned and to the Government, working with councils and National highways rectifying accident blackspots to make roads safer.

As she says, it is the way that people use the roads. It's not the speed itself that kills, it's the weakness of the human body.

Sarah's stated aim during her time as Police and Crime Commissioner is to improve policing across Norfolk as a whole. We need to restart Norfolk's Road Safety Partnership and provide safer roads which could be via changing speed limits or working with the Speed Camera Partnership. Norfolk has its own HGV camera unit. Sarah says she wants to prioritise the reduction of serious violence and crime, bringing more offenders to justice.

Sarah has done many visits across Norfolk listening to people's concerns, with pop-up surgeries in supermarkets and libraries, schools and colleges, and attending community events such as the Royal Norfolk show, Norwich Pride and Cromer Carnival.

Sarah answered many questions from the audience, one being a long debate on E-scooters.

On the 8th October Mike Ford gave us an insight into the world of land speed records and the Bloodhound SSC.

We started the evening with the intro of Thunderbirds from the 60's TV program; jolting the memories.

As Mike pointed out the world today is all about technology. He is an Engineer and has worked in Science, Technology, Art, Mathematics, including Lawrence Scott & Electromotors in Norwich. He then moved on to Cunard, the shipping company, where he was told to redesign a container ship into an aircraft carrier in just nine days for the Falklands War. Mike also worked for a National Shipping Company in Saudi Arabia, the Nuclear Power industry and the food industry as an engineering director at Campbells Soup in Kings Lynn. He now has his own consultancy business.

If you see bloodhound in a museum it's likely to be one of three mock-ups. Land speed records started in 1883 with a French car which happened to be electric. Some of the land speed rules are: The car has to have four wheels which must be in contact with the ground. The car must be able to turn round and drive back to the start to comply.

In 1997 Richard Noble built a special car and reached 763mph. The Bloodhound SSC will cover one mile in 3.6 seconds and 0 - 1000mph in 59 seconds helped by the addition of a Hybrid Rocket costing between £10 - 12M to develop.



Mockup of the nose cone tip

The cockpit and nose cone area are made from super strong carbon fibre except the very tip being made from 3D printed Titanium. The steering wheel is also of 3D printed Titanium and costing around £25K. The wheels spin at 170 times per second, are made of solid Aluminium and forged using a 20,000 tonne press.



Template of steering wheel

On finishing his talk Mike was bombarded with many questions. A brilliant evening.

GROUP MEETINGS

Cringleford Pavilion, Norwich. NR4 6XF

The Speaker events take place on the second Wednesday of every month at 19.30 at the Cringleford Pavilion, Oaklands Road, Norwich, NR4 6XE apart from August, when there is a break for holidays and January when we hold the AGM.

It is easy to get to and there is plenty of parking. I would ask you all to support this activity as much as possible and please feel free to bring along friends and relations.

We even supply tea, coffee and biscuits at the end!

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

2025

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 + Carl Sturman from IAM

11th February - Neil Spinks HGV Vehicles, Drivers and Driving

"Love them or hate them, HGV vehicles of all types and sizes are responsible for moving virtually everything we use, consume, wear, build with and dispose of.

This presentation gives an insight into not just the vehicles themselves but the role and responsibilities of the driver. From road craft to drivers hours regulations, from economics and efficiency to load security and diesel theft.

Against a background of driver shortage, high average age and the challenges of an unhealthy lifestyle, this is an opportunity to learn more about this vital role in our society"



11th March - TBC

8th April - David Fourstar

Details to follow

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

A sequel to his previous talk

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.



Kevin Smith

Observer Training Co-ordinator

New editions of *Roadcraft: The Police Driver's Handbook* and *Motorcycle Roadcraft: The Police Rider's Handbook* have recently been published. These latest editions, the first in five years, reflect modern vehicles, evolving technology and the most up-to-date, evidence-based practice. New chapters on advanced driver and rider-assistance systems describe common assistance features. There are also new high-quality photographs, diagrams, and illustrations.

The Group has indicated its intention to provide observers with the new edition, so you may not need to rush out and buy one just yet. Those of you who have the *Roadcraft* app should receive the latest updates free of charge.

Another change that directly affects our team of observers is the Group's intention to create the roll of Chief Observer at the forthcoming AGM. This role will replace the role of observer training coordinator and will align the Group with the IAM's Group Handbook. There will, in fact, be two Chief Observers, one for cars and one for bikes. I'm delighted to be able to say that we already have an observer who has expressed an interest in taking on the role of car Chief Observer and who will stand for election at the next AGM.

I'd finally like to thank you for all your outstanding work and commitment in training our associates. We have been fortunate to have recently experienced an increase in the number of associates joining our Group and many of you have taken on a significant increase in workload. I'm particularly impressed that the quality of training has been maintained, which is evidenced by the excellent results being achieved. If you have any associates that you think would make a great observer, please encourage them to apply. I'm sure they'd find it as enjoyable and rewarding as we all do.

Kevin

<< 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.

NEW VISION TEST FOR DRIVERS

The government has given an update on calls to introduce new vision tests for drivers and if the suggestion were adopted all drivers applying for a driving licence renewal at 70 would have to get a recent eye test and submit it with their application.

Opticians have called for the over-70s to get tested after a study showed that a startling proportion had found six in 10 of its members have seen a patient who is driving illegally within the past month. It estimates a tenth of the more than 30 million British motorists may have sub-standard vision.

Vikki Slade MP submitted a written Parliamentary question on the issue asking the Secretary of State for Transport if she will make an assessment of the potential merits of:

- (a) requiring all drivers to submit a recent eye test result when applying for a driving license renewal and
- (b) broadening the required eye tests to include an assessment of
 - (i) vision in reduced lighting, (ii) reaction times, and (iii) peripheral vision.”

The Association of Optometrists last year called for the law to be changed so that all drivers have their vision checked when they first apply for a driving license, when renewing it, and every three years for those over seventy.

The Government is considering the current process of self-declaration and the challenges posed by an ageing population where certain conditions, including vision conditions, may become more prevalent. In the meantime, the current renewal at age 70 process remains as is, and drivers must legally declare any vision or medical conditions that may affect their ability to drive.

Graham Feest Consultancy

PARKING PAYMENT

According to the survey, 73% of drivers experienced at least one issue when trying to pay for parking via an app with the most common frustration, cited by 70% of respondents, being a lack of reliable mobile phone signal in car parks.

Other complaints included apps failing to recognise the correct location (36%), frequent app crashes (35%), and functionality issues such as error messages or payment failures (30%). A further 24% said the apps they were using did not accept their bank cards. In comparison, 13% admitted they struggled to understand how to use the apps at all — a figure that doubled to 26% among drivers aged 75 and over, highlighting a significant digital divide in parking accessibility.

The RAC's findings also reveal that drivers are juggling multiple parking apps just to get around with almost two-thirds (64%) of app users reporting that they have at least two parking apps on their phones, 36% said they use three and 15% said they currently have four or more apps installed.

When it comes to paying, 46% of drivers said they would rather use a bank card or contactless payment. Meanwhile, 33% still prefer cash, while just 30% opted for a mobile app as their preferred payment method. A smaller group, around 6%, said they like to pay via QR codes, but experts have warned this growing practice exposes drivers to “quishing” scams, in which fraudsters use fake QR codes to steal personal or banking data.

The RAC continues to urge parking operators to offer at least two payment methods, ensuring that those without smartphones or who struggle with technology are not unfairly penalised and no one should be forced to use an app to park if they don't want to.

Graham Feest Consultancy

Membership matters



Please note this is the only notice of your Group Membership renewal.

We do NOT send out individual reminders

To **ALL FULL MEMBERS** - it is that time of the year again, to remind you that ALL group FULL membership fees are due on January 1st each year, current fee is £15.

To try and avoid some confusion on membership fees, the following only applies to **FULL MEMBERS**.

1. NATIONAL MEMBERSHIP - payable to IAM RoadSmart, a reminder will be sent.

2. GROUP MEMBERSHIP - £15 payable to us on the 1st January, no reminder sent.

If you have any questions on membership please speak to **me**, I will be at the AGM In January so if you do not pay by standing order I will be pleased to speak to you then.

If you pay by Standing Order [SO] please check that it is for the correct amount of £15 as we still have several members who only paid £12 this year resulting in extra cost chasing the missing amount.

So please check your Standing Order

Group costs are being constantly reviewed in an effort to keep the membership fee down and a big help in this is when you complete a Gift Aid [GA] form as it enables us to claim a refund from the Inland Revenue and costs you nothing.

We need your membership if we are to continue promoting Road Safety in Norfolk, so please renew for 2026. It is less than 30p per week and remember we are a registered charity and no one in this Norfolk & Norwich Group gets paid.

If you pay by Standing Order make sure that it shows either your name or group membership number as it is very difficult when checking bank statements to sometimes identify the person.

If you wish we will accept cheques which need to go to the treasure at :-

April Cottage, 22 West End Avenue, Brundall, Norfolk, NR13 5RF

You can pay by BACS transfer directly to the group account if you wish

Please pay Nat West Bank

Sorting Code 60 24 52

Account number 15065464

for the credit of:- NORFOLK & NORWICH GROUP OF ADVANCED MOTORISTS

Please use your name as reference

Finally, this is the last time you will get membership matters from me so thank you all for the help, friendship and support whilst I have been doing this job. Details of the new membership Secretary will be listed after the AGM

Special Note!

If you would like a digital copy of Wheels please send a request to the treasurer with your e mail address

Kind regards to all

Martin

Martin Woodhouse

E mail martin.nnam@btinternet.com

☎ 01263 732997

Fen Riders

Ride Out Calendar 2025

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

2025

Month	Date	Destination
Nov	23 rd	Keysoe Equestrian Centre, Kimbolton
Dec	14 th	Wells Beach Cafe
Dec	28 th	TBC. Weather dependent

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	Southwold
June	14 th	Bircham Windmill
June	28 th	Wymondham Windmill, Melton Mowbray

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

26th October - Wymondham Windmill

Our ride on Sunday was to Wymondham Mill near Melton Mowbray in Leicestershire. We've been there before, and I've explained before that it's not pronounced the same as the Norfolk Wymondham. It's a popular spot for riders of both powered two wheelers and the leg driven ones, and there is always a good selection of both there.

Five riders were waiting at our usual meeting point when a sixth turned up obviously in a hurry. Slightly puzzling because he wasn't late, but it turned out that he did need the toilet. There are toilets in the Sainsbury's where we meet, but the shop doesn't open until 10:00, and we meet at 09:00. Various solutions were offered to ease his discomfort, not all to be taken seriously, but our uncomfortable friend decided he could make it to our destination. I lead the group and kept an eye on my mirrors for an indication that a comfort stop was needed, but we got to the Mill without embarrassment. However I've not seen him park so quickly and sprint like that before. The rest of us made our way to the cafe in a more leisurely fashion to enjoy drinks and eats and to put the world to rights as only a group of mature men can.



On our ride back I realised that we had ridden in 4 counties in this not excessively long ride; Norfolk, Lincolnshire, Leicestershire, and Cambridgeshire. Proper explorers us motorcyclists. A good day out.

Thanks to all who turned up, good company as usual. From November our rides start at 10:00, so Sainsbury's toilets will be available before we set off. What a relief.

Ian Cain

12th October - Krazy Horse - Bury St Edmunds

Dave Robins

Eight riders coalesced at the superstore, eager for whatever St. Chris had in store for them. Aren't superstores brilliant ? You can buy a pie or hair dye or a spade or flowers. I bought petrol. Aren't hydrocarbons brilliant ? Petrol is made of them and so is my bike and so are roads. Shame about the unfortunate effect our use of them has on the climate. Isn't the climate brilliant ? Today it was brilliant for motorcycling, not too hot, not wet and really quite foggy. Isn't fog brilliant ? Errr... no, not really, four of our riders dissolved in it.

Aren't roads brilliant ? Without them the journey to Krazy Horse in Bury St. Edmunds would take a lot longer. We headed off down the A134 but turned off into the wilds just before Wereham, from where it was B-roads almost all the way to our destination. Aren't B-roads brilliant ? Sometimes they're narrow and tight and twisty and sometimes the surface is falling apart and has gravel on it and sometime they're like a race track.

Isn't forward observation and reading the road brilliant ? It turns what could otherwise be scary and stressful into a brilliant, fun challenge.

It would be easier without the fog though. The B-roads in Suffolk are largely lined with hedgerows. Aren't hedgerows brilliant ? They provide a lovely habitat for birds and small animals to live in and provide a soft landing for errant motorcyclists that forget to go around the corners. Some are lined with trees though, so it's best to pay attention on those. Aren't birds and small animals brilliant ? They're cute and fluffy and an important part of the ecosystem. Some of them do run out into the road in front of motorcycles though. Isn't motorcycling brilliant ? It's just like flying but without leaving the ground; It's brilliant for forgetting about all the stress and worry of everyday life. Isn't mental health brilliant ? Motorcycles are great for helping with that. About half way to Krazy Horse the fog cleared. Isn't Krazy Horse brilliant ? It is absolutely full of custom bikes and boutique bike brands like MV and Norton. I think Jesus rode a Norton, it says so in the bible and Jesus didn't need a pension anyway. I think MV are now owned by Russian billionaires (again). Aren't Russian billionaires brilliant ? They're made of art and passion and have terrible ergonomics and handling and most of them have tiny fuel tanks so you have to stop before you get too uncomfortable anyway. Isn't making perfectly good motorcycles worse for the sake of art brilliant ? Krazy Horse sells clothing too, like Roland Sands Design - suit you, sir [wrong sketch!].

Aren't cafes brilliant ? Krazy Horse has one (or maybe a Kafe) which sells a brilliant cooked breakfast. Isn't cholesterol brilliant ? It is essential for the body to produce hormones, vitamin D, and cell membranes and it also helps protect the body from inflammation. Aren't statins brilliant too, for when you have too much of it.

The route back home included more A-roads, like the A134 (again) through Thetford Forest. Aren't forests brilliant ? They're the lungs of the planet and absorb the carbon dioxide that we create and that we have too much of and which is the primary driver of global warming due to the greenhouse effect, and they turn it into Oxygen which we can breathe. Isn't photosynthesis brilliant ? Aren't these quiet A-roads on a Sunday morning brilliant ? They're fast and swooping and have enough visibility to easily overtake what little traffic there is. From Mundford to Swaffham we take the Cockley Cley Road and Pine Avenue which are unclassified roads and could have been made specifically for motorcycles - brilliant. From Swaffham we take the B1145 back home (contrary to the published route) which as always, is brilliant. Aren't motorcycles brilliant ?

28th September - Parham Airfield Museum

Parham Airfield Museum is located on the site of a former World War 2 USAF station at Parham in Suffolk, not far from Framlingham. It pays tribute to the men of the 390th Bomber Group lost during the Second World War. It also houses the Museum of the British Resistance Organisation, the story of Britain's secret army of World War 2.

Five of us set off from King's Lynn and we picked up another rider in Swaffham for a cross country ride on very rural roads to Watton. I was completely lost on this bit of the ride, only the occasional road sign giving any idea of where we were. Luckily Steve Silcocks' sat nav knew where it was going.

From Watton more familiar roads took us to Diss where the main road through the town was gridlocked. There had been an accident involving a motorbike although fortunately no one seemed to be hurt. The ability to filter on our bikes got us through this but in the process we got split into two groups and each made our separate ways to Parham. We passed through some beautiful villages in Suffolk led by another sat nav, this time Ian Rodie's. As we passed through Framlingham, I didn't catch even a glimpse of the castle but it must be there somewhere. Impressive school there though which by the looks of it must be fee paying.

After the obligatory tea/coffee/cakes we had a look round the museum which was pretty impressive given that it's all run by volunteers. The recreation of a barrack room in a Nissen hut gave some idea of how sparse the living accommodation was.

As we were getting ready to leave another group of riders arrived, including Roly Batchelor who had abandoned us that day to ride with a RoSPA group. He is one of our stalwarts so it was nice to see him.



Our ride back took us along different country roads back to Diss, and then on main roads via Thetford. We were blessed with good weather for the ride although as I got near home it started to drizzle. Thanks to all who joined, good company as ever.

Ian Cain



14th September Kingfisher Cafe, Walcott

Five group members gathered on an autumnal Sunday morning, fully fuelled for the 60 mile trip to the Kingfisher café which is located at Walcott overlooking the North sea. The route was easy to navigate, B1145 to Mundesley then turn right. I've extolled the virtues of the B1145 before, it is not heavily trafficked, has no speed cameras that I am aware of and is reasonably well surfaced. There are 18 towns and villages on this ancient route that predates the Norman conquest and most of them have a feature worth a second look. We stopped briefly on route at the old station at Blackham in Reepham which has a nice café and is normally open during the week along with several other niche outlets.

On arrival at Walcott it was warm enough to sit outside and considering its location overlooking the sea the Kingfisher doesn't charge an arm and a leg for its wares. After a very social hour or so where several full English breakfasts were consumed, we made our way back via Guist, once again enjoying quiet rural

roads. However, it would appear that 20 mph limits are becoming much more prevalent nowadays and can be confusing when the road markings don't always match the signage.



Anyhow we still got back in time for the footie and no need to wash the bike - happy days. Thanks to Steve for taking the tail.

Until the next time take care. **Cheers, Dave C**



24th August - TTT Motorcycle Village

Seven confused and disappointed riders aggregate at the grocery superstore, their mood matching the unseasonably cool and grey weather. The cause of the dismay being that Stonham Barns is, rather selfishly, hosting a car show on the day of our scheduled visit. A stand-in destination in the same general area ('South') was nevertheless quickly chosen and spirits improved, along with the weather. This being the second rideout of the month, it is the longer of the two and as such a banana makes a great breakfast, being packed full of energy-giving carbohydrates and heart-healthy potassium, all released slowly into the system, aiding both physical stamina and concentration.

Divided into two groups, today's route takes us south through Norfolk, Suffolk and very briefly into Essex; the vast majority of the riding being on narrow, twisting B-roads - often bumpy, but rarely pot-holed. No time to appreciate the scenery, the road demands all of our attention.

Down through Methwold and Feltwell; into Suffolk and past the American military enclaves of Lakenheath and Mildenhall; South past Newmarket and Haverhill; Further south, skirting, but never quite breaching the Cambridgeshire border; to Haverhill, where we turn East. The River Stour more-or-less defines the border with Essex, and the road follows, occasionally crossing its path - tantalising us with an oh-so-brief taste of Essex before we arrive, wild-eyed and exhausted, at our destination: the TTT Motorcycle Village, on the outskirts of Sudbury.

TTT is a veritable Aladdin's Cave of motorcycling fantasy housed, invisible-in-plain-sight, in a nondescript (verging on decrepit) building, in a nondescript industrial estate (The Stour Valley Business Centre, 'Sudbury's premier business park') in a nondescript town. Yet walk inside - no password required - and be dazzled by the array of machinery before you, all available to buy if only you have the coins. Crammed together, leaky old AJS next to pristine Norton V4S, limited edition Ducati 916 next to smokey '70s two-strokes, battled-scarred track bikes next to bizarrely Harley-aping Yamaha cruiser chrome leviathan. No prejudice here, choose your thrill and reminisce or fantasise as you will.

For me, my own personal Princess Jasmine, an early '80s Yamaha RD350YPVS, bedecked in Kenny Roberts TZ replica finery. Heartbreak surely that way lies. The cafe, in contrast, is merely adequate - none of Suffolk's overpriced gentrified fare here, for good or ill; look elsewhere if you want your burger in a Sesame bun.

The return leg is more, more, more of the same. 50 miles of b-road north to Brandon, punctuated by some petrol muppetry (mine; it seems my bike can go at least 10 miles while showing 0-miles remaining on the fuel gauge), then a quick chance to give the bikes their heads up to Swaffham, whereupon we resume the B- road extravaganza through South and West Acre before dispersing at Gayton.

Dave Robins



Dave Robins

10th August - Old Buckenham Airfield

Despite our groups name, we don't actually spend much time riding Fenland roads. This is mainly because they're boringly straight, appallingly surfaced and with nothing to see except cabbage fields. The Brecks are different; tight, technical lanes bordered with forest and hedgerows, far fewer pot-holes and a surface that isn't trying to crumble back into the ooze. Today, Mathew, we will be the Breckriders.

Now, there is a saying - "Every man has two deaths, when he is buried in the ground and the last time someone says his name", accredited to everyone from Hemingway to Banksie; This being so, then our destination today, the Station One Four Four cafe at Old Buckenham Aerodrome, must surely be held complicit in the final demise of the old American geezer for whom it was previously named.

Twelve [Angry Men? No he wasn't in that] cheerful riders assembled on a glorious sunny morning, then headed off in two groups to explore Breckland's lesser travelled roads. The route out started down the A134, then cut across country through Shouldham and Fincham, skirting RAF Marham, then through Swaffham to the more familiar roads through Watton to Old Buckenham.



The Station One Four Four cafe is a fine provider of tea and cake, and its rear window overlooks the airfield so you can watch the light aircraft come and go even in less agreeable weather; as it was, we sat outside for a closer view and a top-up of vitamin D.

The route home took us back cross-country along the southern edge of the Stanford Training Area and firing range. We hit the jackpot with this lovely stretch of road cutting through the woodland, our speed only tempered by the possibility of errant wildlife (considering the unfortunate rider we encountered on the way out who took a

pigeon to the face - no time for comedy, that must have been unpleasant). Another short section of A134 followed to Mundford, where some riders peeled off for home, leaving the rest of us to continue on our merry way through the back lanes to Narborough via Oxborough and RAF Marham again, shedding more riders as we went. Finally, only two rode together the last invigorating run up through East Walton to Gayton, as if we and our bikes were made for each other.

Thanks to Ian and Euan for leading the two groups - it was a great ride, in fantastic weather, with excellent company. It's a Wonderful Life !

Dave Robins

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