



Official Provider



ROADWORTHY

JOURNAL OF THE

**NORTH-EAST LONDON AND ESSEX GROUP
OF ADVANCED MOTORISTS**



"Keep your right foot hard down all the way!"
(see page 29)

SPRING 2021

INSTITUTE OF ADVANCED MOTORISTS AFFILIATION NUMBER 7043
REGISTERED CHARITY NUMBER 1056280

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"Virtual Group Nights"

Group Nights are held on the **second Tuesday** of each month at 7.30 p.m. In view of the pandemic, currently they are held online via Zoom until further notice .

Invitations are emailed to group members a few days prior to the meeting and these contain a link which, once clicked, will give you access to the session. You can use the link in advance to download and install Zoom on your device, or it will run in your browser if you prefer. You can opt to participate sound only (no video) as well as via your mobile. Further information about Zoom can be found here: <https://support.zoom.us>.

If you need further help with setting up please contact us by emailing info@neleiam.co.uk. Maybe do a test run with family or friends first if you haven't used Zoom before? All sessions include a friendly breakout session so have your cup of tea and biscuit to hand. We look forward to seeing you.

Dates for your Diary 7.30 p.m.

- | | |
|-------------------|--|
| 9th March | "Crime Squad at Heathrow Airport" with Andy Lucker (former DC with Met and British Transport Police) |
| 10th March | "Behind the Scenes and 3D tour of North Weald Airbase" with Essex & Herts Air Ambulance. <i>(This event starts at 9.30 a.m. and registration is required: www.ehaat.org/webinar)</i> |
| 13th April | AGM (<i>see pages 13–18</i>) "Ford Mobility - Vehicle Connectivity and FordPass" with Owen Mabbott |
| 11th May | "Fraud and Scam Awareness" with expert advisers Penny Latham and Augusta Cooke |
| 8th June | Speaker t.b.c. |

As and when we are able to resume face to face meetings, our venue will be:

**St James United Reform Church Hall, Palmerston Road,
Buckhurst Hill, IG9 5NG**

Chairman's Chat

One of the greatest problems with Lockdown is that each new day feels very much like the previous one, with little in the news to inspire thoughts for a Chairman's Chat, but here goes ...

For many of us, exercising constraint has meant minimal use of our car, with little chance to maintain our skills. At least our eyes are still in working order, internet technology gives us access to a wealth of online resources giving food for thought to the thinking, but temporarily confined, driver.

Reference Material

Since road users have to follow the rules and laws established by Government, it's useful to look from time to time at what the Government website can tell us at: www.gov.uk/browse/driving, in particular the online **Highway Code** at www.gov.uk/browse/driving/highway-code-road-safety, and **Know Your Traffic Signs** at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/519129/know-your-traffic-signs.pdf. Don't try to read either of these all the way through - particularly in one sitting. Dip in from time to time almost at random and you'll probably absorb more information.

The IAM RoadSmart website has some useful tips and blogs at <https://www.iamroadsmart.com/media-policy/news-and-insights>. Each entry is a bite-sized contribution from an IAM RoadSmart expert.

Interactive Resources

Sadly, the DVSA no longer appears to make freely available any practice material for the theory and hazard perception tests – it's necessary to take out paid subscriptions at the DVSA Learning Zone website. Thankfully, a number of free online tests exist; they typically lead to (paid-for) learning resources for those who have difficulty reaching the pass mark, or alternative (paid-for) practice resources. Examples are: <https://toptests.co.uk/>, <https://theorytest.org.uk/>. If you passed your driving test a few years ago, it's worthwhile taking one of the free practice tests to see if you'd pass today's theory test.

IAM RoadSmart Associates should have received an invitation to access **Associate CHOICES**, a series of online training modules that will help you refresh your knowledge and prepare for returning to the road. The launch will include four modules, Hazard Perception, Speed Awareness, Understanding the effects of alcohol, Winter Driving, and then every two weeks thereafter IAM RoadSmart will release one more module. It

would be useful if access could be widened to make the modules available to all members – let's see if this comes about.

It almost goes without saying that YouTube has a wide range of videos on driving, but many are of dubious quality. I quickly tired of the "Look at other people's mistakes" clips collections, especially when accompanied by self-righteous but ill-informed commentary – almost as bad as the TV clip shows! On the other hand, there are a few that are quite useful: informative, informed, well-edited and short enough – we can absorb a lot in bite-sized chunks. It's just a shame that the YouTube monetization algorithm encourages clips to be 20 minutes or more so that they can be interrupted by adverts! Useful presenters to search for on YouTube are:

IAM RoadSmart. In addition to Head Office clips, you'll find useful contributors from various Groups around the country.

Chris Gilbert, one of the very top driver trainers in the UK with almost 50 years' experience, ranging from teaching novice drivers, LGV, PCV and police driving. He was a Police Class 1 Driver and Police Advanced Driving Examiner.

Bob Morton (below) - some useful clips on developing a driving commentary and using the limit point.

Conquer Driving – a series of short videos from a driving instructor, each covering a specific driving topic, worthwhile revision for those who pass our test a long time ago, and for whom some revision of basic skills would be useful.

Written Material

Don't worry if you don't have access to the internet, or would prefer to retreat to the comfort of paper-based information. The Highway Code, Know your Traffic Signs, Roadcraft and similar material is still available in book form. But make sure it's an up-to-date copy – just ask one of your internet-enabled friends to order one online for postal delivery to you!



Acceleration



Sir Isaac Newton defined inertia in his *Philosophiæ Naturalis Principia Mathematica* thus:

The vis insite, or innate force of matter is a power of resisting, by which every body, as much as in it lies, endeavors to preserve in its present state, whether it be of rest, or of moving uniformly forward in a straight line.

In a simpler form it is the innate resistance or disinclination of an object to motion. Acceleration, therefore, is the force required to overcome that disinclination and in this article we shall discuss the most effective methods for the function of acceleration.

Acceleration sense, like all aspects of advanced driving, is a skill born out of observation and anticipation and, of course, experience. To the reactive driver, (who is the average driver), the purpose of the accelerator pedal is to make the vehicle go faster, and probably little thought is given to what occurs during its application.

Initially the amount of energy required to project a stationary vehicle to a state of movement is considerable. It requires that energy in order to overcome its natural inertia. But once in motion, the degree of energy required to maintain a vehicle in that state is much less. Immediately, therefore, it is obvious that fuel efficiency is a fundamental component of acceleration. It is always desirable, wherever possible, to try to maintain a degree of motion on approaching a hazard; be it a junction, a roundabout or traffic signals. This will be achieved by observation and analysis of traffic conditions and in controlling the approach speed accordingly.

Whilst hitherto fuel efficiency has not been necessarily a primary consideration in advanced driving techniques, the economic facts of life encourage all of us to take heed of our wallets and to try to involve that factor in our calculations. Perhaps surprisingly, it is fuel efficient to accelerate briskly to the intended cruising speed and this coincides neatly with the basic advanced driving tenet of achieving the appropriate speed for the prevailing road conditions as swiftly as is possible: time employed in working up speed in a leisurely fashion is time wasted. Getting up to speed earlier gives more opportunity for observation and planning AND makes for better progress.

Use of the accelerator will affect the balance and stability of the car. As long as the force involved in the act of acceleration remains parallel to the direction of travel of the car, it will remain sufficiently well-balanced and easily kept under control by the driver. However, if that angle of force becomes out of alignment to the direction of travel, the car will become less stable. The loading applied to the wheels should be evenly matched between wheel-pairs, so in the case of an accelerating car, this would involve the two rear wheels.

Those forces acting on the car should be applied smoothly and progressively. If a loading onto a component part is applied suddenly it will be stressed, but by allowing the component to take up the strain progressively, it will deal with it more readily and with less wear and tear. The accelerator pedal is not an on/off switch, but a device that facilitates progressive adjustment in its application, in the same manner as the volume control on a radio. Apply power smoothly and the car will react favourably.

The other fundamental force involved is tyre grip. If any other force becomes greater than the grip of the tyres on the road surface, a skid can be induced, and if the balance is not redressed swiftly enough, control will be lost. Skilled drivers pay special attention to the accurate matching of road and engine speeds during gear changing. The aim is to drive without 'accelerator surge' or jerky braking on downward gear changes.

Thus, acceleration sense involves the ability of the skilled driver to anticipate changing conditions ahead and to vary the pressure on the "loud" pedal so that the vehicle slows down to reach the correct speed for the hazard, without the use of brakes. The potential problem is that the vehicle effectively changes speed without signalling to a following driver that it is doing so. Therefore, care should be exercised in applying acceleration sense where a brake light signal would be useful to another road user.

Acceleration sense is the ability to predict the amount the road surface, camber, gradient that will affect the way that the car slows down.

Iain Wyness

An IAM Masters Adventure

I took my IAM Masters test on a fine day in October 2019 after having arranged to travel to up the night before to avoid the risk of traffic delays and to ensure that my car – an all-electric Nissan Leaf – was fully charged, I stayed in a Premier Inn hotel near the meeting point up the M1.

I was somewhat apprehensive not knowing what to expect. I met IAM Regional Examiner Pete Doherty (Region 3 Service Delivery Manager) at a Service Station and after sharing some of my driving experience with him in a 20-minute chat and being given a brief overview of the process

prior to the drive we set outside to get into the vehicle.

But what had led me to take the Masters? I have always keen to learn and improve my skills generally and have a DTTLS (Diploma to teach in the Lifelong Learning Sector) teaching qualification and teach dancing and IT for fun. I work for the



NHS on the IT side of things and have also been an IT Service Delivery Manager for Acute Medicine.

Lets go back to my original IAM test where a demanding examiner took an instant dislike to my vehicle. Perhaps expecting me to be eco-friendly and a dawdler, I was given the warning "If you drive slowly, I will fail you!" However, once we got into the car, I was able to describe the extensive features and demonstrate an understanding of the limits and capabilities of my vehicle and I think the examiner was then reassured.

This was my original IAM test where I used a couple of the vehicle's modes during the drive and was able to give a continuous commentary, demonstrating that the vehicle can accelerate very quickly having maximum torque (I deliberately referred to torque, and not power!) available between 0.5 mph and about 40 mph. The examiner asked various questions throughout the drive. At one point, I stopped at a set of lights and there beside us was a driver using a mobile phone. This became quite a topic of conversation, given that this examiner was a police officer!

I demonstrated through the control of the vehicle and a supporting commentary how my thought processes were focused on a safe and smooth drive - or more specifically my adapting driving plans, what I was observing, what I was anticipating and how that fed into a plan for a systematic, safe (vehicle position, spacing, speed and balance), smooth (extensive use of acceleration sense) drive with a hint of sparkle. All this had helped to reward me with a First in the regular IAM Advanced Driving Test. The examiner commented that because of my knowledge of Roadcraft, I would have achieved a RoSPA Gold if that was the test I was doing!

So having passed the standard IAM test this inspired me to make enquiries regarding the Masters' test, and I decided it was worth

investing my time – and money – to further develop my knowledge and skills. My original Masters' mentor could not help as weekends were my only option. I was assigned one from the South East Group of Advanced Motorists, whom I found out do all of their observer training and associates training at weekends. I was assigned Steve a very knowledgeable and friendly masters mentor who was the chief observer of the group at the time.

Our drives through Kent and south west London introduced me to slightly different styles of road; the hills and bends are different as is the positioning of the signage when compared to the roads of Havering and Essex. I already had a rounded experience of the main types of roads but was able to develop a better awareness of being supersmooth, dealing with the conflict of a long open view on one side at a junction whilst being 'blind' on the other side. Observational awareness is key to the test and about observing not only the closest hazards but also those in the distance. The skill developed here is that of long-range observation and hazard prioritising. I had about six sessions like this.

Fast forwarding back to the Masters test itself, the first thing that was mentioned was the concept of the moving brake test. As the vehicle had already been driven to the meeting point not long previous, the vehicle was working fine and so it had been unnecessary to demonstrate this. I was in an area that I had not driven before, and the drive was considerably longer than a standard test. Every possible hazard was thrown at me, including what to do when told to go down a road that is closed, following the largest four wheeled farm machine I had ever encountered, and dealing with roads that had lost their markings completely (with other indicators as to what should be there).

I pretty much provided a continuous commentary throughout the Masters test and took the opportunity to talk about aspects of the system of car control and their application. The hardest part of the whole drive had been keeping the focus without being anxious for such an extended period. This proved that I was not just driving like this for the test, but that the knowledge and skills that I had demonstrated were embedded in my natural driving behaviour and attitude. I had also been given an opportunity to demonstrate the acceleration of my electric vehicle safely and the feedback was "It accelerates like a (sporty) motorbike". At the end of the drive, there was another 30 minutes of self-assessment, discussion and a debrief. I enjoyed the experience and was rewarded with an IAM Masters with Distinction.

Clint Childs

Recent Group Meetings

November Meeting — “London Air Ambulance” by Nigel Richardson, a volunteer and former patient of the service



The Group heard how three years ago Nigel had been making his way to Wembley to watch Tottenham Hotspur v. Real Madrid when his scooter collided with a 3-ton truck. His face hit the windscreen and he suffered 13 broken ribs and punctured both lungs making it impossible for him to breath. It’s probably fortunate that he remembers very little of the accident; his first thoughts were whether he had decent underwear on.

Nigel 's life was saved only by the skills sand quick-witted actions of a young police officer and the speed of the service provided by the London Air Ambulance. The police officer had only recently completed training on what to do in the event of a chest injury which indeed was so fortunate. Nigel was hastily but very carefully taken to a BP Garage where the Air Ambulance and fully qualified team had landed and when he was put into a coma to keep him alive so he could safely be airlifted to the Trauma Unit at St Mary’s Hospital.

Nigel is all too aware that he may not have survived his ordeal and – after an extensive period of recover – he visited the helipad to meet two of his saviors, London Air Ambulance Doctor Samy (right in the above photo) and Paramedic Richard (left). On the bright side, Nigel later learnt that Spurs won the match 3-1, he and Paramedic Richard are now firm friends and Nigel is now a very enthusiastic volunteer for the charity (photo right). And he has promised his wife – no more scootering!



The London Air Ambulance in effect brings the hospital emergency department to the scene, delivering life-saving treatment to the 10 million people who live and work in London 365 days a year, 24 hours a day and within minutes of injury. They have 2 helicopters (MD902 Explorer helicopters) and 5 rapid response cars (3 SKODA Octavia Estate vRS cars and 2 SKODA Kodiaq Estates driven under blue lights).

The service has remained operational throughout the COVID-19 pandemic, but the charity estimates it will lose £5 million over the next 2 – 3 years as a result. Visit their website to see how you can help them continue to save lives in London whether through sponsorship, donation or by participating in their lottery.



www.londonairambulance.org.uk

December Meeting — “Traffic Road Safety” by *Graham Feest, Road Safety Consultant*

The Group welcomed Graham to the December Group Meeting – just missing Road Safety week - to give an update on current road safety initiatives. Graham was Head of Road Safety at the IAM in 2001 – 2003 and is now Chairman of the UK National Road Safety Committee, Chairman of the Institute of Master Tutors of Driving and the Road Safety Adviser to the ADI National Joint Council. He is also a member of the Parliamentary Advisory Council for Transport Safety and serves on their Road User Behaviour Working Group.

The session provided an interactive look at some of the current Government interventions under consideration or being implemented aimed at reducing crashes, collisions and injuries on the road along with their integration overall aligned to current national and local strategies.

It was no surprise to hear that the proportion of cars exceeding the speed limit rose on all road types rose by 7% during the first COVID-19 lockdown but as lockdown restrictions eased and road traffic began to return to normal levels, speeds started to return to more appropriate levels.

The Graham Feest Consultancy and the UK Road Safety Network have a very informative website which includes regularly updated documents. Members may wish to subscribe to Graham’s monthly newsletter “Traffic Safety Roads” which is incredibly informative.

www.grahamfeest.com



January Meeting — “Advancement in Car Technology”

by Chris Taylor, formerly with Ford Motor Company

Chris is a retired automotive engineer who enjoyed a 40-year career in car development engineering with the Ford Motor Company at Dunton where he held leadership positions in various aspects of car engineering including component and system engineering, system integration, engineering quality and vehicle testing. His main expertise was in Body Engineering, including body structure, closures, seating, heating and ventilation, instrument panel and trim. He led teams developing systems for various products, particularly in the Fiesta model range, and has been responsible for the system integration on a number of key Fiesta product ranges. Chris’s team at Dunton oversaw a number of engineering innovations brought to fruition during this time. He has a keen interest in vehicle safety and how driver behaviour contributes to road incident outcomes.



Chris led us on a sleigh ride through vehicle testing. The Group heard how critically important the role of the test engineers is in their challenge of design, innovation and design of new methods to provide ever more realistic scenarios to prove out the designs and use creative thinking and the latest technology to drive car design to give customers the best and most enjoyable driving experience possible.

Chris gave members an oversight of the various aspects of vehicle testing from the very simple to the exquisitely complex, providing a quick insight into the ‘behind the scenes’ world of car development.

Paul Heasmer (Treasurer)

We send our best wishes to NELE Treasurer Paul Heasmer who is recovering from a hip injury resulting from a fall on ice near his home in February. He had the foresight to slip over directly alongside a passing ambulance, enabling the paramedics to render immediate treatment and take him directly to hospital for surgery. Paul is now back home and convalescing well, although he will be unable to drive until July. He has made it clear that he doesn’t plan to take things too easy during the recovery period, so we shall see him at the various NELE zoom meetings planned for the coming months. Get well soon, Paul!

**NORTH EAST LONDON & ESSEX
GROUP OF ADVANCED MOTORISTS**

2021 ANNUAL GENERAL MEETING

Notice is hereby given by order of the Group Committee that the Annual General Meeting of the North East London and Essex Group of Advanced Motorists (affiliated to the Institute of Advanced Motorists) will be held at **7.30 p.m.** on **Tuesday 13th April 2021** as a **ZOOM Virtual meeting**. This is to enable the Trustees of the Group (Registered Charity Number: 1056280) to present their Annual Report and Accounts for the year ended 31st December 2020 for approval by the Group Members and to conduct an election.

Mike Noel
Group Secretary: secretary@neleiam.co.uk

All Members, Associates and Friends are invited to attend but **only Fully Paid-Up Members of both the Institute of Advanced Motorists and of the Group may vote.**

OFFICERS (elected for a term of one year)

Retiring and standing for re-election:

| | Retiring | Offering to stand |
|------------------|-----------------|--------------------------|
| Chairman | Paul Gillett | Paul Gillett |
| Secretary | Mike Noel | Mike Noel |
| Treasurer | Paul Heasmer | Paul Heasmer |

COMMITTEE MEMBERS (elected for a term of three years)

Committee members retire in rotation after three years and may stand for re-election

Committee Members retiring and not standing for re-election:
Please note: Iain Wyness resigned from the Committee in July 2020

Committee Members retiring and standing for re-election:
Charlie McGlinchey , Peter Rowles

Co-opted Committee Members standing for election:
Jen MacLellan

Committee Members not retiring and number of years remaining before retiring in rotation:
Derek Leggetter (1) ,Brian Calcutt (1), Clint Childs (1), Pete Minvalla (2)

The total number of Committee Members, including the Officers, **must not exceed 20.**

NORTH EAST LONDON & ESSEX GROUP OF ADVANCED MOTORISTS

Registered Charity Number: 1056280

ANNUAL GENERAL MEETING

held via ZOOM as a VIRTUAL meeting

Tuesday 13th April 2021 at 7.30pm

Agenda

1. Apologies for absence |
2. Minutes of previous AGM of **Tuesday 10th March 2020**
3. Matters arising from the 2020 AGM Minutes
4. Chairman's report
 - a. **Resolution 1:** To accept the Chairman's report
5. Treasurer's report and adoption of accounts.
 - a. **Resolution 2:** To accept the Treasurer's report and adopt the accounts.
6. Election of officers
7. Election of committee members (**Please note 2 vacant posts: Events & Group Meetings Organisers**)
8. **Resolution 3:** That any monies unclaimed by Group members for over one year by the end of the AGM should be treated as a donation to Group charitable funds.
9. Membership discussion:
 - a. Future meetings post-Covid (venue & format)
 - b. Membership subscriptions
10. Any other business

NORTH EAST LONDON & ESSEX GROUP OF ADVANCED MOTORISTS
Registered Charity Number: 1056280

ANNUAL GENERAL MEETING

at **St James' Church Hall, Palmerston Road, Buckhurst Hill, IG9 5NG.**

Tuesday 10th March 2020 at 7.30pm

Minutes

The Chairman Introduced the AGM welcoming everyone to the meeting.

1. **Apologies for absence** – Derek Leggetter, Brain Calcutt, Pat Clements, Ricky Poon.
2. **Minutes of previous AGM** on Tuesday 12th March 2019
 - a. Amendments to Chairman's Report: ".....for drivers, including younger ones and encourage them to join."
 - b. Other amendments:
Resolution 1 – proposed by Maree Kavanagh
Item 7: Jennifer MacLellan was elected.....

Minutes were accepted and all were in favour. Proposed by Clint Childs, seconded by Peter Rowles

3. **Matters arising from the 2019 AGM** - Nil
4. **Chairman's report**

The Chairman reflected on how we are doing as a Group, to congratulate those who have done well and to consider what could be done better. 24 members passed the Advanced Test and 4 failed. To their credit, they all persevered and subsequently passed on retest. Two members had tried for a First where previously they had achieved a standard pass, something that other members might wish to go for.

The Group's talented and enthusiastic team of observers carried out around 200 Observed Runs plus ten Assessment Drives – our thanks to them and to Peter Rowles, Chief Observer. We currently have 9 National, 6 Local and 3 Trainee Observers. We have capacity to grow by taking on more Associates and encouraging recent Test passes to progress to become Observers, so that should be one of our ambitions for the coming year.

Whilst Observed Runs are the prime focus of the Group's activities, they are dependent upon the administrative streams of work and buoyed up by the social side. In that connection, the Chair thanked the following for their contributions over the past year: Group Secretary - Mike Noel, Group Treasurer - Paul Heasmer, Membership Secretary - Brian Calcutt, Speaker coordinator - Jackie Brown, Newsletter Editor - Eric Saunderson, Incoming Newsletter Editor, Press and PRO, web content and social media guru - Jennifer MacLellan, Webmaster - Clint Childs, IT Co-Ordinator - Pete Minvalla, Meetings support team - Charlie McGlinchey and Ken Wheeler, Christmas meal organiser - Karen Challis and 2 Committee members without portfolio - Iain Wyness and Derek Leggetter.

With three members leaving the committee at this AGM, coupled with the departure of Margaret Houlihan earlier this year, our core team is a little depleted. The need for

new committee members is becoming pressing.

The Group may benefit by adopting the "Membership by portfolio" scheme that has been successfully piloted in about 10% of IAM Groups nationwide and the Committee will review this in the coming year. At present, we do not do much in the way of active recruiting. We took a stand at the Orsett Show which, being on the edge of our area, was more effective at signing up members for neighbouring Groups rather than NELE. The Committee are considering more effective alternatives for 2020.

One event in which NELE took the lead was the London New Year's Day Parade. It involved most IAM RoadSmart car and bike Groups in and around London – look out for coverage in the next IAM RoadSmart magazine. Thanks go to the NELE members who took part in this high-profile event. Head Office was so pleased with the Parade that it has been proposed to repeat it next year in a manner that improves our presence in the TV coverage.

Just as we have speakers from external bodies at NELE's social meetings, we are occasionally asked to provide representatives to other organisations. In the past year, we have done so for branches of the University of the Third Age (U3A), Rotary clubs and an event for older drivers organized by London Fire Brigade.

Over the coming year, we need to consider how best to boost our local Group Publicity. We must also bring on board more Observers so that we can cope with a potential increase in Associates. Ideally, we should also interact through social media, which should help engage with younger drivers.

NELE's area of operation is vast – effectively everything in the North-East quadrant within the M25 plus Epping Forest. That includes the boroughs of Tower Hamlets, Newham, Waltham Forest, Redbridge, Havering, Barking and Dagenham, Enfield, Hackney, Haringey, Islington, and the City of London, with a population approaching 2 million. At present, we have difficulty in serving that area to any meaningful extent – our 20 new Advanced drivers for 2019 is a mere drop in the ocean. Over the coming year, I would like to work with the committee to think how we can give ourselves more ambitious targets of, say, 50 or more safer drivers a year by 2023, 100 by 2025 and – what could be achievable by 2030 if we really put our mind to it?

I ask every NELE member to help us with our goal of building up the Group's effectiveness. At the very least, take leaflets to give to friends, or adopt a suitable venue to keep supplied regularly with leaflets. If you can commit more time, consider becoming an Observer (we will give you the necessary training) or volunteer for the committee. One thing is for certain: without members' efforts, NELE would not exist.

With that in mind, I would like to take this opportunity to thank everyone, Observers, Committee members, volunteers at events and leafleteers who have given your time over the past year to contribute to NELE's continuing existence. Let us make it even more successful in the coming year.

Resolution 1: To accept the Chairman's report

Proposed: Martine Heasmer; **Seconded** by Ken Wheeler

Resolution carried unanimously

5. Treasurer's report and adoption of accounts.

The Treasurer's Report was handed out at the meeting. The group's **Income & Expenditure** account had a deficit of **£1,184.00** which was mainly due to costs incurred with the Observers Team, New Personalised Shirts, new observer handbooks, training costs for New Local Observers and costs regarding Roadworthy magazine. The Treasurer asked the pertinent question: How & what can we do re Roadworthy's costs? The group's reserves stand at **£8,831.00** and are held in current accounts.

Resolution 2: To accept the Treasurer's report and adopt the accounts.
Proposed: John Harrison; **Seconded** by: Graham Fennell

Resolution carried unanimously

6. Election of officers

The following stood for re-election:

- Chairman: **Paul Gillett**
- Secretary: **Mike Noel**
- Treasurer: **Paul Heasmer**

Proposed (*en bloc*): Charlie McGlinchey; **Seconded** by: Iain Wyness
Carried unanimously

7. Election of committee members

Committee Members retiring and **not** standing for re-election:
Eric Saunderson, Karen Challis, Jackie Brown

There were no Committee Members retiring & standing for re-election:

Pete Minvalla was nominated to be a member of the Committee
Proposed: Jackie Brown; **Seconded** by: Karen Challis

Carried unanimously

8. **Resolution 3:** That any monies unclaimed by Group members for over one year by the end of the AGM should be treated as a donation to Group charitable funds.

There are no potential payments carried forward from year to year.

Proposed John Harrison; **Seconded** by: Jennifer MacLellan

Carried unanimously

9. Presentation of awards

Presentations were given to (& photographs taken) of 3 members of the Committee who were "retiring". Eric Saunderson, Karen Challis & Jackie Brown's individual, collective and steadfast contributions to the Committee and to NELE over many years were highlighted by Chairman Paul Gillett.

Observer of the year: Chief Observer **Peter Rowles** praised & thanked his 'great team of Observers'. Although we had 'lost' 2 Observers this year and a few were in training, all Group Associates were allocated an Observer. It is always difficult to pick out one

Observer because they all do sterling work. *Terry Vincent* (in absentia) was awarded this, serving for the last 6-7 years with some challenging situations.

The Walsh Trophy is awarded in recognition for "going the extra mile, beyond the call of duty". *Jennifer MacLellan* was awarded this for recognition of the wonderful way in which she has immersed herself into the Committee and NELE, resulting in 'making a difference' with positive results in a short space of time.

10. Membership discussion:

- a. **Meeting Venue.** The Chair opened the discussion saying that NELE had been at the Police Club in Chigwell for many years. There have been concerns by us about constant room changes & the non-preparation of rooms, but the "relocation" was precipitated by their need to re-decorate the site coupled with financial considerations. Without being given much 'leaving' notice our Committee members worked hard & looked everywhere for alternative venues. The two main venues we came up with were:
 - i. *Grange Farm*: Modern, spacious, good car-parking facilities. Not available Tuesdays so would have to be Thurs meetings. More expensive than
 - ii. *St James'* (Buckhurst Hill) - £36 pm. Parking is more convenient in Russell Road rather than Palmerston Road. There is a lit alleyway connection & we will make sure there is a 'helper' there. The Reserved car-parking spaces are only applicable during the day.
 - iii. **Conclusion: to extend our arrangement here for the forthcoming year.**
- b. **Format of Group meetings.** The meeting was asked would they like to see a different format to Group/Social meetings s.g. held in different places ~ libraries, Coffee houses, schools/colleges i.e. go out into the community in different parts of our 'catchment area'. Jackie, our outgoing Speaker Coordinator, has arranged speakers up to & including June 2020. July needs to be organised and there are no meetings in August.

Conclusion: to continue with the present format then look at how to change & other issues, including those who do not attend
- c. **Membership subscriptions.** The meeting was asked how it felt if subscriptions were increased to £15 pa (from the present £10, which has been in place a,very, long time).
 - i. £15 needed to break even; with £20, we will have a surplus.
 - ii. Warned against doubling of fees which may lose members.
 - iii. In paying fees everyone must sign-up for Gift Aid (with £10, we get £12.50); Most of the fees come in, in January
 - iv. All members must have a vote & at least a month's notice.

Conclusion: The Meeting was in broad agreement that the subscription should be raised and that there should be an EGM in Sept where all members will be given the opportunity to vote, to take effect in Jan 2021.

11. Any other business

Paul Gillet (Chair) announced that **Pat Clements** was standing down as our President. The Committee has proposed to make her an Honorary Member.

AGM Chairman's Report - NELE 2021 AGM

I am sure that it will come as no surprise to members to hear that the COVID-19 pandemic has resulted in a year of virtually no practical activities by the Group. Because of Lockdown, we have been unable to share cabin space within cars. With the exception of a short period at the end of Summer 2020, we have conducted no Observed Runs and no Observer training.

Those whose Advanced Driving Course has necessarily been interrupted by Lockdown will have their Associate Membership extended to give them the opportunity to complete their training. When that will be possible is as yet unknown.



The wide availability of internet technology has at least enabled us to host some non-driving events. The Committee invested in a licence for Zoom which allows us to hold virtual meetings of up to 100 participants without the 40-minute limit of the free Zoom service. This has enabled us to move our monthly meetings to a virtual format, with a varied programme of speakers, presentations and quizzes. During the meetings, we make good use of the "breakout" facility to split into small groups for friendly chats, helping combat the social isolation that has been imposed on us by the virus. The virtual meetings have been well-received and we were pleased to see friends and contacts of members logging in – we have the capacity for many more, should you wish to invite others to join us.

Behind the scenes, Zoom is also used for our regular committee meetings, which we use to review our plans for restarting driving activities. The committee have also reviewed and refreshed our communications activities such as the Website, Newsletter and Media channels.

Suffice it to say that we think we've done as much as possible in the pits, have planned and practised getting from there to the grid several times, only to have to return when the start was cancelled yet again. We're reasonably confident that when the opportunity comes, we'll be ready for the final restart – whenever that might be. The problem then will be the need to run-in gently to get the machinery back up to speed, and finding places for everyone in what could be a very crowded grid.

But the difference between Advanced Driving and racing is the ability to recognise our limitations, remaining within them whilst improving our skills. Let's look forward to being able to do that soon.

Paul Gillett

**NORTH EAST LONDON & ESSEX
GROUP OF ADVANCED MOTORISTS**

**2021 ANNUAL GENERAL (VIRTUAL) MEETING
NOMINATION FORM**

As notified, the Annual General Meeting will be held at **7.30pm on Tuesday 13th April 2021**. **A link for this will be emailed to all Members a week before the meeting.**

Nominations for Officers and for Committee Members can only be made by Full Members by way of the Nomination Form below or by providing the equivalent information by email. The Nominee must be willing to stand for the Committee and sign the Nomination Form and by so doing, the Nominee is confirming his/her ability and intention, if elected, to attend committee meetings regularly.

Those elected become Charity Trustees of the Group. You may not stand for the Committee if the law debars you from being a Charity Trustee. **Only Fully Paid-up Members of the IAM and of the Group may nominate a Committee Member or be nominated as a Committee Member.**

Nominations must be returned to the Group Secretary at the email address on the previous page to be received no later than Tuesday 6th April 2021. Nominations do not need to be physically signed, but the Nominee will be asked to confirm their readiness to stand.

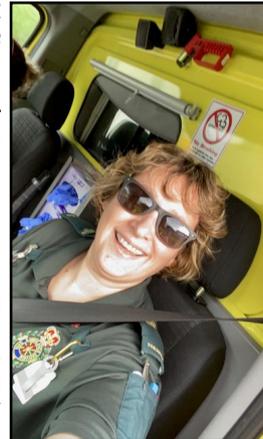
Nominations, however, can be accepted from the floor of the AGM if a written nomination for that Committee position has not been received prior to the meeting and the person(s) nominated from the floor is present and agrees to be so nominated and seconded.

All Officers must retire annually and may offer themselves for re-election by Group Full Members. Committee Members must retire triennially and may offer themselves for re-election by Group Full Members.

| | Name | Nominated by | Seconder | Signature of Nominee |
|------------------|--------------------|---------------------|-----------------|-----------------------------|
| CHAIRMAN | | | | |
| SECRETARY | | | | |
| TREASURER | | | | |
| COMMITTEE | Charlie McGlinchey | | | |
| COMMITTEE | Jen MacLellan | | | |
| COMMITTEE | Peter Rowles | | | |
| COMMITTEE | | | | |
| COMMITTEE | | | | |

February Meeting - "Life in the Fast Lane" by *Eliya Ferguson, Senior Paramedic with East of England Ambulance Service*

Members were intrigued to meet Eliya, our guest presenter for February. Eliya has had three significant careers; first as a Prison Officer for 13 years, then as a Bodyguard for 5 years and she is now in her sixth year as a Senior Paramedic with the East of England Ambulance Service covering Essex, Bedfordshire, Cambridgeshire, Norfolk, Suffolk, and Hertfordshire looking after some 6.2m people.



Eliya commenced her role with the Ambulance Service as a Trainee Paramedic in 2015 starting with 3 weeks in driving school unlearning and relearning how to drive. This was followed by 8 weeks training before reaching Newly Qualified Paramedic status initially working alongside fully qualified Paramedics.

Members noted that ambulances can drive up to 20 mph over the speed limit (up to 10 mph in the case of 20 mph limits). However, Eliya was quick to point out that it is essential for the ambulance driver to be mindful that paramedics may well be standing up whilst looking after their patient in the back and so it was rarely appropriate to drive so fast even in an emergency.



Eliya clearly has a taste for ongoing personal development, and with her love of a challenge is considering developing further to join the hazardous area response team (HART) "hot zone" of hazardous environments. Teams are activated and sent to various incidents such as collapsed buildings, patients at height or in confined space, water rescue, and flooding, firearms incidents and explosions. HART teams are made up of emergency medical personnel, such as paramedics who have undergone specialised training in the use of special procedures, skills and vehicles and equipment. Members will remember the accident at Alton Towers which required the skills of such a team to free the trapped and seriously injured members of the public.

The East of England Ambulance Service can access the services of the Essex & Herts Air Ambulance Trust (EHAAT) and Eliya is clearly a keen supporter of theirs. It is not part of the NHS and receives limited

Government funding. As a charity, it relies on the money donated by members of the public to provide a free life-saving Helicopter Emergency Medical Service (HEMS) for the critically ill and injured. It has its own team of pre-hospital care doctors and critical care paramedics normally found in an Emergency Department.



If you would like to know more about the work of the Essex & Herts Air Ambulance Trust, you may wish to attend their upcoming Webinar (below):

“Behind the Scenes at Essex & Herts Air Ambulance Trust (EHAAT)” on Wednesday 10th March, at 10.30 a.m.

This will include a virtual 3D tour of the North Weald Airbase as well as a presentation from one of their critical care paramedics who will talk through a particularly challenging case. Also, you will hear from the family of the young girl who was saved by one of the EHAAT critical care teams.

You will need to register in advance if you would like to attend via their website: www.ehaat.org/webinar.

Members can also donate £5 to the work of this amazing charity by texting 'HELI' to 70588



In summarising, Eliya mentioned that one of her pet hates is the all-too-often inappropriate actions on the part of some drivers when they see and hear the lights/siren of an ambulance coming up behind them. (Clearly not the behaviour of any of our members.) Eliya’s advice was for drivers to follow the principle of ‘mirror - signal - manoeuvre’ and then stop, if safe to do so.

Highway Code Rule 219 (Emergency and Incident Support vehicles) sets out that you should look and listen for ambulances, fire engines, police, doctors or other emergency vehicles. They may be using flashing blue, red or green lights and sounding sirens. The IAM is keen to remind drivers that when an emergency vehicle approaches do not panic! Consider the route of such a vehicle, and take appropriate action to let it pass, while complying with all traffic signs. If necessary, pull to the side of the road and stop. Avoid stopping before the brow of a hill, a bend or narrow section of road. Do not endanger yourself, other road users or pedestrians and avoid mounting the kerb. Do not brake harshly on approach pedestrians and avoid mounting the kerb. Do not brake harshly on approach to a junction or roundabout, as a following vehicle may not have the same view as you.

Drivers must also take into account that stopping may be inappropriate and slowing down may cause delay. Each situation will require its own response. Drivers of emergency vehicles are trained to help you and should appreciate your efforts. Look for some indication of what they would like you to do; the position of the vehicle or a signal from the driver may help.

If you can't help immediately, continue at a sensible speed until you can. Exceeding the speed limit is not expected of you and a camera will have no discretion if you get flashed! As a general rule, if the road is wide enough for the emergency vehicle to pass, pull over to the left and stop. If it is not wide enough, keep moving until it is, or you can pull into the mouth of a junction or utilise a dropped kerb. However, they will not expect you to drive up a kerb to allow them to pass). And never proceed through a red traffic light, safety is the number one consideration.



Meet Holly Jacobs, a safety conscious young driver, and Apprentice with Suffolk Roadsafe



Hello, my name is Holly, I'm 21 and I work for Suffolk Roadsafe. I was asked to write this article by a fellow road safety enthusiast, also known as my next-door neighbour, Derek! I came into the world of road safety through an apprenticeship, where I completed assignments and work experience whilst on the job. This has been a great way for me to learn the ropes whilst achieving a qualification.

What have I added to the team?

Suffolk Roadsafe recruited an apprentice to bring a more interactive/youthful approach to their methods. This was a good opportunity for me to show the team new online platforms and

increase our social media presence. An example of this is podcasting with my colleague Martin:

(<https://www.youtube.com/playlist?list=PL5mWANqhaX7QeZqzYxymaIgdR4Us3Ns8->).

Being in the most at-risk age group on the roads (16-24) means I can relate to the pupils in the classroom. I'm still learning how to manage the chatty students! I also think being a young person in the team, has given my colleagues the opportunity to learn about the behavioural patterns of people my age. This allows us to adapt our teaching techniques to achieve successful engagement. Working with colleagues who have decades of experience in the road safety field, combined with my understanding of technology, makes for a good pairing (in my opinion).

If you are considering recruiting an apprentice, I'd say go for it! Not only does it provide a young person with valuable life skills and create a new generation of road safety enthusiasts, but it could also give your team an insight into the most at-risk group of people on the roads.

Goals for the future

I would really like to continue my career in road safety and develop my driving skills (before lockdown, I was working towards a Certificate in Advanced Driving from RoSPA Certificate). I am learning new information everyday and I'm very excited to see what the future holds!

So what does the Membership Secretary actually do?

My name is Brian Calcutt and I've been a NELE member for 9 years, Membership Secretary and Committee member for 8 years. I'm sure most of you will know me from the e-mails and other communications I send out.

My role as Membership Secretary and Committee Member is quite varied but mostly involves entering data from new Associates onto my PC and keeping up to date with regular changes from existing members. Keeping up to date with members email addresses can be challenging as these can change frequently. When a new Associate purchases the Advanced Driving Course, IAM email their basic details, name, address, contact number and email address to the group covering the applicants post code. When NELE receives these, I send a short welcome text message welcoming them to the group and advising that I will soon be sending an email with attachments to start the training system.

It is useful for Observers to know some background of the new associate to assist in planning the observed drives. The attachments to my email include a page explaining how the coaching system will work. A local NELE form inviting the associate to tell us why they purchased the course. How long they have been driving, the type of car they have (manual/automatic/hybrid/electric etc.) and the days and times they would be available for observed drives. I also attach an opt-out request from being included on social media. I also confirm with IAM that we have allocated the associate within our group.

Data is held on a Microsoft Excel spreadsheet securely uploaded on Google Drive. I regularly synchronise that spreadsheet with the IAM RoadSmart database of NELE members. This can be quite time consuming as I have not found an easy way to do this automatically. The two do not always match as we have differing ways of entering data and keeping it up to date. Before I retired 20 years ago I was National Service Manager for one of Toshiba group companies responsible for about 200 service engineers, a repair workshop, and a national call centre. I also taught the engineers how to maintain and repair electronic point of sale equipment that we manufactured and installed.

At that time my knowledge of operating computer equipment and specialist software was OK but now of course it is 20 years out of date and much of what younger people know now leaves me dumfounded.

Another part of my NELE role is keeping an up to date record of associates training status, including results of the advanced driving test. This data is regularly passed to me from Peter Rowles and the Observers. The data is added to the spreadsheet and used for monthly statistical reports for the rest of the committee.

As full membership of NELE requires current membership of IAM RoadSmart, I also keep an up to date record of members IAM expiry dates. This helps synchronise my spreadsheet and the IAM RoadSmart database. NELE is not responsible for ensuring members renew their IAM membership. IAM send their own reminders.

NELE annual membership is renewable from 4 January each year. As I hold the master NELE membership list it falls on me to send renewal reminders before then to try to encourage continuous NELE membership. This is usually done during November and December when the monthly emails are sent to members advising the date of the coming group meetings, who the speaker will be and the subject of the talk. Reminders also appear on the pages of the autumn edition of Roadworthy. Renewal by Standing Order, with a Gift Aid declaration, is much preferred as it avoids chase up emails or phone calls, and as we are a registered charity we can reclaim tax on your payment. A very valuable, and free, additional income.

When annual NELE membership payments are received the Treasurer informs me and once more the spreadsheet is updated. This enables me to advise if renewals have not been taken up so we can see what prompted non renewal and we can improve our service to members.

Another of the member benefits, apart from the monthly group meetings, is the free issue of Roadworthy, our quarterly newsletter mentioned above. This is a good quality, professionally printed publication which contains various articles contributed by members (many much better than this one!).

When the newsletter is produced it is usually sent to members in the post, although some could be collected at the group meeting to save the cost of postage. This requires printed mailing labels and once again as I hold the latest up to date membership list I print the mailing labels. Other members of the committee also put a lot of effort into operating the group and I thank them for their co-operation and assistance.

I spend about one or two hours a week on NELE activities and hope that we will soon be able to resume face to face group meetings. However, the on-line group meetings have been informative and the numbers attending these have slowly increased. Please do try to come along. We do however all look forward to our face to face meetings resuming. We have all be isolated or apart for too long already.

NELE is always ready to accept full members as part of the group committee. If you feel you can spare one evening a month to attend committee meetings please offer your services - it will be thankfully received.

A handwritten signature in black ink that reads "Brian". The signature is written in a cursive style and is followed by a long, horizontal, slightly wavy line that extends to the right.

Brian Calcutt

How Times have Changed

I passed my driving test in 1963 in a Morris Minor. So, of course, my first car had to be a Morris Minor which I duly purchased soon after my test.

It was a 1955 model with a split windscreen and one of the first to have the more powerful 803cc overhead valve engine. It had no heater or rear window demister, so I purchased a small electrical heater which I stuck on the front windscreen (my side only) to demist/de-ice the front window in winter. As my car was parked outside, it was recommended that I cover the engine with an old blanket to keep the ice from forming on it. Little did I realise then that the old blanket would absorb the moisture in the air and thus - instead of keeping the engine 'warm' - it deposited dampness on the H.T. leads. Well, it would have done if I had not put a small paraffin heater under the bonnet - away from the carburettor of course! I thought it necessary to put some sort of reminder on the dashboard to remove such items before starting the engine as failure to do so would cause the blanket to get mangled in the radiator fan! Starting the car involved pulling out the choke, turning the ignition and pulling the starter button. The ignition key number was stamped on the key barrel so that if you lost your key you could see the number on the barrel (with binoculars), make a note of it and go to your local key shop and purchase a new one. Security was not an issue in those days.

This car had the old semaphore indicators, so I decided to install the modern flashing indicators with a large switch on the dashboard which had a spring-loaded timer in it so that you did not have to worry about turning it off. Also, later, a new-fangled extra came into being - Windscreen Washers! And so I drilled a couple of holes in the bonnet, fitted the washer jets, and fed the tubes to a push pump on the dashboard and a bottle under the bonnet. How modern!! Unfortunately, if a tube came off the back of the pump or the pump leaked, you would finish up with water on the floor.

The wipers were single speed electric - far better than some of their rivals which had vacuum operated wipers; totally useless when going uphill or accelerating hard.



The stopping power was drum brakes (no servo or discs then) which were not effective, especially if they got wet!! Hence the 10 second rule!!! The 4-speed gearbox (yes 4-speed!), with no synchro on 1st, worked OK although a bit noisy and the clutch was heavy. Regular maintenance every 3, 4 or 6 months - depending on

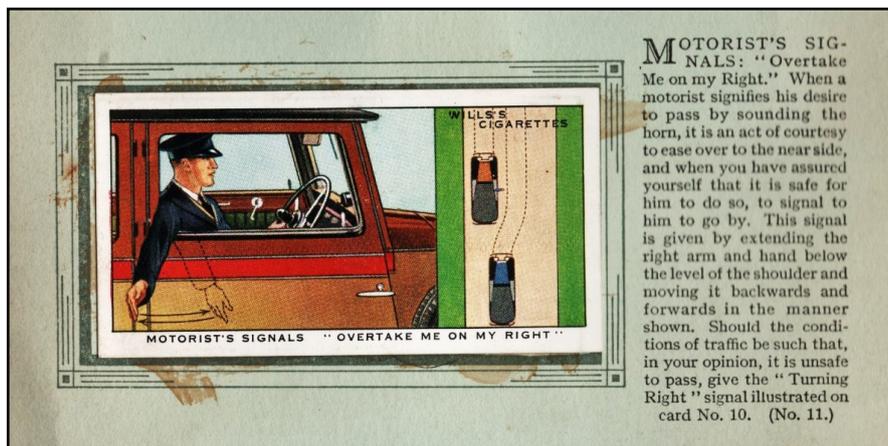
mileage - included greasing the steering, suspension, and prop shaft.

Also changing the rear axle and gearbox oil as well as the engine oil and filter. Plugs either needed replacing or sandblasting and points also needed changing, also the tappets needed adjusting. Then there was tuning the engine, checking the timing and attention to the carburettor to maximum efficiency and that the choke worked OK.

The fuel pump was 'modern' as it was electric and far better at priming the carburettor before starting. As the radiator fan was a large-fixed item, it drew in a lot of air which in Winter could cause the radiator to freeze - especially if not enough anti-freeze was added. On some cars (including the Morris) you could purchase a leather cover with flaps on to go across the air inlet to stop the blast of cold air on the radiator. Having covered a few miles, you could stop and undo the flaps to allow the air in again. You had to be good at judging this, so the car did not overheat (there was no temp gauge then). Also, no rear fog lights or reversing lights fitted then, although you could fit manual reversing lights if the switch had a warning light. The steering was quite light as it had rack and pinion steering, unlike some vehicles which had heavy steering boxes (no power steering then, only on top of the range expensive vehicles)

After a few years I sold that car and purchased an Austin Cambridge A55 with column change, to which I fitted electric washers and Lucas Spot and Fog lights, but that is another story. Today there would not be enough room under the bonnet to put a paraffin heater and NOT recommended. How times have changed!!

Peter Rowles



Acknowledgement to John Harrison for sending us these early cigarette cards detailing "Safety First ... Cards of National importance!

The Story of Sydney Allard and the cars he made and drove



"Keep your right foot hard down all the way!"

The quote above does not appear in *Roadcraft*, but was Sydney Allard's reply on being questioned how he had won the 1952 Monte Carlo Rally, beating Stirling Moss into 2nd place, by hurling his heavy P1 Allard saloon on its skinny crossply tyres through snow and ice from Glasgow, through the Welsh mountains, northern Europe and finishing with a 50 mile circuit through the icy Rhone Alps. The only person ever to win this rally in a car of his own design and manufacture.

I have owned Sydney's pre-war car for almost 50 years and have recently written a history of the pre-war cars, which led to my arm being twisted to write this short vignette.

I will start with a few observations about what it is like to drive one of these beasts. My modern car steers where I point it, slows progressively when I apply the brakes and I can apply the System of Car Control to manage my driving efficiently and safely. How different it is when I take off in this pre-war special, and somewhat reminiscent of the old bangers I used to drive in pre-MOT days! My car was one of the Allard Tailwagger team, so named for good reason. It has a crude form of independent front suspension achieved by cutting the front axle in two and welding in a hinge, damping being achieved by (Hartford) friction shock absorbers (oak disks which you tighten to suit the conditions). In practice this results in each wheel reacting individually to potholes, white lines, changes in camber etc. Along with the instant power of the V8 engine in the lightweight body I find I have to really drive the car, constantly adjusting the steering (tailwagging) and using the throttle to recover a straight line.

Allard cars had a brief flowering just before world war 2, and for a few years after the war were one of the small innovative manufacturers, others being Colin Chapman with Lotus and Donald Healey, trying to establish themselves during a period of austerity and shortage of raw materials. Many of the Sports and Racing models were exported to America where they had a variety of powerful engines installed and were very successful on the racing circuits of the early 1950s. Carol Shelby raced one and this was the inspiration for him developing the Shelby Cobra which is still much imitated.

The cars had a sporting heritage, and were mainly based on Ford underpinnings and powerful engines, most famously Ford flathead V8s. From 1945 until the company closed in 1958 some 2000 cars were produced from the small south London works: from hillclimb specials, Sydney winning the 1949 British Hillclimb championship in his Steyr engined special; to J type racing cars, Sydney finishing 3rd at Le Mans in 1950; and a range of high powered P type saloons and L and M type drop heads. Unable to compete with manufacturer backed concerns such as Healeys and the wonderful XK Jaguars produced in the 1950s at lower price, Allard sales dropped off and despite attempts to develop new projects such as the motor cycle engined Clipper micro-car, production ended in 1958.

Always on the lookout for new high speed projects Allards became main agents for Shorrock superchargers and installed these in a potent version of the Ford Anglia, known as an Allardette which had some success in 1960s saloon car racing. Perhaps Sydney's final contribution was to introduce drag racing to Europe, building the Allard Dragon in 1961 and becoming national sprint champion in 1962. Who knows what other projects he would have developed but sadly, in his mid 50s, he died of cancer in 1966.

I'm happy to send an electronic copy of my short booklet on the pre-war cars to anyone who would like to learn more.

Also, if anyone has any recollections of the pre-war Allard Specials, I'd love to hear about them.

Des Sowerby
des.sowerby@gmail.com

The Cars I have driven

My first car was a little red Mini which my brother-in-law gave us as he was going off to the wilds of Africa as a mechanical engineer. The gears were not in a good state, and my brother and I had to winch it up to the roof of the garage so that we could get the engine out without damaging it. But somehow we managed it!

We also had a Bond Equipe which was made by the little three-wheeler firm of Bond. This was a full size, four wheeled car with a sloping back

and an enormous back window, the colour of which was British Racing Green. This was followed by an Austin Maestro.

Next came a little Mini Clubman Estate in which I managed to get a full netball team - seven strapping schoolgirls - in the back. I really don't know what would have happened had we been stopped!

My brother and one of his school friends then decided that they were going to 'restore' other peoples' cars. However, the school friend got cold feet and decided that there was too much work involved, and so my brother decided to go it on his own.

The first car to arrive was a Ford Zodiac, a huge thing, and as usual my brother said that I should drive it to 'get the feel of it should anything happen to him'. Next a Ford Zephyr, maybe I have got those two the wrong way round but anyway it was another huge car and quite heavy. If the two Ford cars mentioned above are similar except in the floor plan, that shows that I was not as cognisant regarding cars as I am today!

To keep this article short and to the point the following is a list of the cars I have driven as far as my memory serves me.

One of the big Rovers, and a Cortina Mark 3 and Mark 4. (One of these did not like climbing hills at all!) A Hillman Minx, Hillman Imp, and a Singer Chamois the engine of which melted on a roundabout! A Capri 3000, Alfa Romeo Alfasud (a very comfortable car inside, but it had problems. Being a flat boxer four engine, it did not want to start in the rain, and the brakes were dire. One day I had parked it outside our



house in the road, put the handbrake on and walked away only to see it gently roll down the hill and end up with its nose in a tree,. No damage done, thank goodness. Lastly, a marvellous Daihatsu Move which did not have power assisted steering and so was also quite heavy to drive. However, it had good points—you could fold the back seats down and the space it made was quite enormous. It also had a radio and a CD player. It gave us 23 years of sterling service.

Coming right up to date, Paul's big automatic Mondeo known as 'The Barge'. Well, I tried to drive it, but it gave me a bit of a fright as when we went out for a practice in an empty car park, it decided that I was too slow and started off on its own! Aagh!

Just a last note, because of the restricted movement due to my titanium hip I cannot brake with my right foot, so I must brake with my left foot.

Martine Heasmer

NELE IAM Committee

(Pre-2021 AGM)

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The views expressed in this newsletter are those of the individual contributor and not necessarily those of NELE IAM or IAM RoadSmart unless so stated.

Comments, ideas, suggestions and perhaps some motoring humour most welcome!

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