



Official Provider



ROADWORTHY

JOURNAL OF THE

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



**The Great British Car Journey—“Drive Dad’s Car”
(see page 21)**

AUTUMN 2021

INSTITUTE OF ADVANCED MOTORISTS AFFILIATION NUMBER 7043
REGISTERED CHARITY NUMBER 1056280

CONTENTS

3. **Dates for your Diary** - *"Zoom in" on our Upcoming Group Nights*
4. **Group Associates**
5. **Recent Passes & Observer info**
6. **Membership Benefits**
7. **Chairman's Chat**
8. **Catching Quicksilver—Motoring Update—**Paul Gillett
10. **Winter Driving** - Derek Leggetter
12. **A DriverCheck Assessment** - Tony Cater
15. **Recent Group Night Meetings:**
Preparing for your Advanced Driving Test — IAM
Examiner Martin Diss
16. **Living with Mild Brain Injury** — Pauline O'Connor
17. **Essex & Herts Air Ambulance Trust—** Peter Hennessey
- 18, **Tax, Care & Toy Boys—**Norman Beauchamp
19. **The Art of the Overtake—**Iain Wyness
21. **The Great British Car Journey & Drive Dad's Car—** Tony Cater
24. **Your NELE Committee 2021**

Christmas NELE style!

**Please join us at our
Christmas Dinner—places limited so book now
£32 a head**

**TUESDAY 7th DECEMBER
7 p.m. for 7.30 p.m.**

**The Bull, Station Approach, Theydon Bois,
Epping, CM16 7HR.**

**Please contact our Treasurer—Paul Heasmer—on
07521 442236, treasurer@neleiam.co.uk
A menu will then be sent to you**

"Virtual Group Nights"

Group Nights are held on the **second Tuesday** of each month at **7.30 p.m.**

These will continue to be delivered via Zoom, and the link, meeting ID and passcode will remain the same each month.

Meeting ID: 840 2554 8565
Passcode: 909354



You can use the link in advance to download and install Zoom on your device or run it in your browser if you prefer. You can access the meeting from a mobile, laptop or tablet and can opt to watch and listen without having to appear on camera yourself. **You can also join the meeting over the telephone by calling 0208 080 6592 and entering the above ID when prompted using your dial pad. Enter passcode if prompted** (*refer to your provider for call charges*).

We email reminders of meetings to all members a week before they take place so please continue to subscribe to our emails. Sessions include a friendly breakout session, so do have a cup of tea and biscuit to hand. We look forward to welcoming you.

Dates for your Diary - all at 7.30 p.m.

- | | |
|---------------------|--|
| 9th November | "Behaviour change theory and why it's successful in a road safety setting" with Iain Watson and Holly Jacobs (Senior Road Safety Officers (Education), Suffolk County Council). |
| 7th December | NELE Christmas Dinner. Book now! (see opposite) |
| 11th January | "Diversionary (Speed Awareness & Drink Driving) Courses" with Margaret Houlihan |
| 8th February | "Dashcams & Road Safety" with Elliott Blackburn, Nextbase Dash Cams. Road Safety and the Police portal |
| 8th March | AGM
Motoring Update with Nick Fearn |
| 12th April | Speaker t.b.c. |

Group Associates

WELCOME to the following new NELE Group Associates:

NAME	FROM
Andrew Blunn	London N13
Stuart Brown	Hornchurch
William Burch	London N7
Humberto Caetano	Harlow
Dr Fatiha Chehalfi	Dagenham
Paul Dennis	London E3
Andy Lam	London E10
Andrew Phipps	Enfield
Mitchel Willows	Waltham Abbey
Gabriela Zemelka	London E3

A warm welcome to our new Group Associates. If you have not yet been allocated an observer, take time to read through 'Advanced Driving, the essential guide' issued with your course pack along with the current edition of the Highway Code. Put the information into practice prior to your first observed drive. Make a note of any questions that arise from your studies ready for your first run. A more technical book (not essential reading) is 'Roadcraft', the Police Drivers' Handbook. There are also DVDs on advanced driving available on the internet. You might also find it helpful to view a video on our website presented to the Group by IAM RoadSmart Examiner, Martin Diss. This covers the system, positioning, cornering, limit points, overtaking and the best explanation of parallel parking we know of. www.neleiam.co.uk, Events tab, videos to the right.

If you have been allocated an observer and commenced training then also review your Log Book and observer comments, and continue to practise.

Remember there is no such thing as a perfect drive or driver. The IAM test is not about producing a faultless drive. It is about being able to demonstrate your skills and awareness as a driver ensuring that safety is the overriding factor in any situation. Minor mistakes are not only allowed but also expected and as long as they do not compromise your safety or that of another road user you won't fail for being slightly out of position or making a late gear change.

Associates are encouraged to join our group meetings (see page 3), which include friendly breakout sessions. These usually take place virtually using "Zoom" and are attended by our members, and also some of our committee and observers, (again see page 3).

Associates who purchased their course after 30 June 2019 and who have been unable to complete their coaching and test within their first 12 months of membership are reminded to extend their membership of the IAM asap by calling the IAM Customer Care team as NELE are unable to do this on their behalf. The number to call is 0300 303 1134.



CONGRATULATIONS to the following Members who passed the IAM Test recently. Also to their Observers:

Name	Observer	Examiner
Garry Milton (F1RST)	Steve D’ath	Duncan West
Nick Brown (F1RST)	Paul Heasmer	Colin Underwood
David Akangbe	Paul Heasmer	Colin Underwood
Mitchel Willows	Charlie McGlinchey	Duncan West

OBSERVERS. NELE currently has 15 Observers; 9 are IMI National Observer qualified and 6 IMI Local Observer qualified plus 2 in training. 6 have passed their Masters and 3 are Local Observer Assessors.

If you love your driving then why not share your passion by becoming an IAM observer? Observing is a thoroughly rewarding and enjoyable way to help make our roads safer by coaching and mentoring drivers to be the best that they can be. You’ll volunteer to provide these skills through the national group network.



As an observer with the IAM you’ll provide one to one observed drives as part of a local IAM group. These generally fall into regular times and patterns to fit in with your other commitments. We can currently promise to keep you as busy as you wish.

Existing observers will tell you that the pleasure and satisfaction of hearing that your latest associate has passed his advanced test is a very satisfying feeling.

If you think you have what it takes to give some of the experience you have gained through your training and passing of the test, and would like to help others to become safer drivers please contact either myself or Paul Gillett. You will find our details on the back page.

***Peter Rowles
Observer Team Leader***

IAM RoadSmart recently asked 2,500 drivers who passed the Advanced Driving Test what benefit they'd seen. They said the Advanced Driver Course:

- Improved their driving (99%);
- Gave them greater awareness of other road users (90%);
- Helped them avoid a crash (66%).

The NELE membership fee for Associates undertaking preparation for the Advanced Driving Test is included in the IAM RoadSmart Advanced Driving Course fee of £149.

Ongoing membership of NELE is subject to confirmation that the Associate is actively preparing for the Advanced Test and payment of the membership fee at that time. *(See bottom of page 4 re extension to membership due to delays caused by the pandemic).*

Once you have passed a test, you are a member of IAM RoadSmart and NELE. IAM Head Office contact Members regarding IAM membership renewal at the appropriate time. The NELE annual membership fee is due at the beginning of January and remains at £10. Thank you to Members who have set up a standing order for this; we have enclosed an annual membership renewal form for those who prefer to pay annually.

Drivers under the age of 26 are entitled to a refund of half the full course fee if the test is passed within 6 months.

Potential Members are welcome to view our website, videos and on-line RoadWorthy and to attend Group Nights provided they are genuinely considering membership. Potential Members may also receive one "taster" drive to see if the course is suitable for them. Requests can be made to Paul Gillett—details on the back cover.



Full Members can, subject to Observer availability and once per year, undertake a DriverCheck Assessment to establish that they are still driving at Advanced Driver level (see page 12). Requests can be made to Peter Rowles—details on the back cover.

Chairman's Chat

At the time of writing, we are gradually getting NELE back to normal. Most Observers are carrying out Observed Runs and we trialed our first face-to-face Group Night since March of last year at a prospective new venue—Lopping Hall in Loughton. We found the facilities perfect and parking a joy, and it was well attended but we are unable to secure a regular booking for a room large enough. The search for a more permanent base therefore continues.



Willingale Hall, Lopping Hall.

Please feel free to submit suggestions for a venue but note that we are committed to broadcasting the proceedings via "Zoom" simultaneously for those unable to attend in person and so we will need a good internet connection.

I would like to thank our tireless Committee and Observers for their continuing efforts on behalf of NELE over the last 18 months. It would be nice to think that we could soon be able to relax measures and return completely to normal but at the time of writing there is a clear risk that there will be another wave of infections over the Winter period. We will of course continue to follow the advice given to us so that we are all safe whether it be at Group Meetings, events or on observed runs and we respectfully ask our members to do the same.

Many thanks to those of you who have contacted me with the names and contact details of paid officers who have responsibility for road safety within each of the 14 Local Government Authorities that NELE has within its territory. I am pleased to say that we now have a link to Road Safety GB's website that provides this information that is regularly updated and NELE will now be starting a conversation with the relevant ones to spread our message of safer driving and road safety measures and see how we can work in collaboration.

Should you wish to contact the relevant officer for your area, you will find the link on the NELE website under the "Link" tab.



On the subject of road safety, and as we are fast approaching Road Safety week, members are invited to share photographs of inappropriate road signs whether amusing or downright dangerous. We can't resist sharing this one with you which was taken in the Lake District by our observer Team Leader, Peter Rowles.

Catching Quicksilver

I went to school in the terrible old days before Health and Safety saved us from ourselves. In the chemistry lab. there were racks containing bottles of concentrated and dilute acids – Hydrochloric Nitric and Sulphuric. We treated them with respect. We also got occasional access to squeeze plastic bottles filled with Mercury – liquid at room temperature and liable to form droplets that ran everywhere. It was great fun to shepherd the various droplets together into a small pool of silvery liquid to return it to the bottle, but all too often something would happen, scattering the silver beads across the desk before we could restore order.

Over the past year, it seems that the world of motoring has been emulating those droplets of mercury, threatening the stability of the new order of things. In case you missed them, here are some changes that have recently taken place, or which are about to hit us in the world of motoring.

Ultra-Low Emission Zone (ULEZ)

By the time you read this, the London ULEZ zone will have been extended to the North and South Circular. NELE members living within that boundary will have to have vehicles with ultra-low emissions (as recorded on the TfL database) or pay £12.50 a day whenever they drive. At least vehicles can remain parked all day without charge! By now, most people will have moved to newer, ULEZ compliant vehicles, but if you live outside the boundary be warned!

There are three potential charges that you may have to pay for driving a vehicle within the London area: Congestion Charge (central zone); ULEZ (Inside A406/A205) and LEZ (for goods vehicles within Greater London). See <https://tfl.gov.uk/modes/driving/charges-for-driving-in-london> for details. You can check if your vehicle is clean enough to be exempt from ULEZ at <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-vehicle-checker>.

There is one exemption that has potential attractions, which is for historic vehicles. Any vehicle which is registered as a historic vehicle for tax purposes (a rolling 40-year cut-off period) is exempt from ULEZ. It is also exempt from Vehicle Excise Duty and the need for an MOT, so it could be cheap transport, if only it weren't for...

New Fuel Standards

The fuel industry is rolling out B7 diesel, containing up to 7% biodiesel and E10 petrol, containing up to 10% Ethanol. Both E10 and B7 have several claimed benefits for the environment. B7 diesel seems to compare well with conventional diesel in terms of performance and economy. However, users of E10 petrol report significantly worse fuel consumption (around 10%) than with conventional fuel and may also notice less "snap" when they need to accelerate.

E10 petrol is also unsuitable for older petrol engines, so those historic vehicles will have to pay extra for “premium” E5 petrol, typically 15% more expensive. However, the poorer fuel consumption of E10 fuel may mean that some of the extra cost for E5 is recouped in better mpg – the same may even apply for some modern cars. It may be worthwhile NELE members conducting some comparative trials to see what works best in their own vehicles.

One thing to beware with E10 is that if you use your vehicle infrequently, the new fuel formulations may cause problems. The Ethanol in E10 can attack rubber seals and bare metal – not a problem with cars designed to use it since they will be designed accordingly. However, it is also hygroscopic, which means that it absorbs water, so if you leave it in your tank for a long time, it could take in moisture from the atmosphere, resulting in a layer of watery fuel at the bottom of your fuel tank. There should not be an issue for vehicles in regular use; additives such as RedEx and Liquid Moly claim to overcome the problem in cars left unused for weeks or even months. As for me, I am draining the tanks of my lawn mower and other garden gizmos for the winter months!

New Highway Code

The next edition of the Highway Code is due in early 2022. It includes the concept of a ‘Hierarchy of Road Users’ and new Rule which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users. The objective of the hierarchy is not to give priority to pedestrians, cyclists, and horse riders in every situation, but to ensure a more mutually respectful and considerate culture of safe and effective road use that benefits all users.

Keep an eye on the online version of the Highway Code at <https://www.gov.uk/guidance/the-highway-code> to keep up to date with the changes as they are brought in. Meanwhile, do not waste money on a printed copy that will soon be superseded!

London Parking and Low Traffic Zones

The inconsistent rules about driving in the Capital are being given added complexity by several London Boroughs adding extra charges for *all* diesels, whether or not ULEZ-compliant, extending the hours of operation and reducing the number of available places.

Many Boroughs introduced Low-Traffic Neighbourhoods as temporary measures during COVID Lockdown but have made them permanent with little or no consultation. They are often enforced with the assistance of traffic cameras. Infuriatingly, details appear not to have been passed on to those providing maps for GPS devices nor have “exit from zone” signs been introduced, resulting in vehicles going round in circles wasting fuel and emitting extra exhaust fumes because drivers cannot find the exit!

Take advice from locals before venturing into areas for the first time since lockdown!

Bye-Bye GB, Hello UK!

NELE members planning (eventually) to venture abroad again should be aware that GB stickers on the back of their vehicles are no longer valid. They should now be replaced with the letters UK. These can either be part of the number plate (vinyl UK markings are available to stick over the end of the plate), or a separate UK on white background. Most significantly, any GB sticker inside the blue-and-yellow-stars EU emblem is no longer permissible because of "Getting done by Brexit."

Electric bikes, Scooters and Skateboards

In the UK (see above), work is under way to sort out how to shut the stable door now that the bolted horses are being chased by thousands of personal electric transport gizmos. Yes, they are illegal. Yes, many accidents involving electric devices result in injuries and an occasional death: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-e-scooter-factsheet-2020/reported-road-casualties-great-britain-e-scooter-factsheet-2020>.

However, they are convenient, quicker than walking and cheaper than public transport. So many have been bought and are in use that trying to manage the situation is likely to result in laws that are out of date before they are enacted, difficult to enforce and hence likely to be ignored by the significantly growing numbers of e-scooter (etc.) users. All we can do as Advanced drivers and sensible pedestrians is to raise our awareness of the risk and await the outcome of DfT's deliberations.

At this point, I find I must refer our readers back to the second paragraph of this article about the difficulty of returning mercury to its bottle!

Finally, since this is the last *RoadWorthy* of 2021, I would like to take the opportunity to wish you all a more active year with NELE in 2022!

Paul Gillett, Chairman

Winter Driving

Once again winter is on its way and as advanced drivers - are we ready? The most important thing in the vehicle is, of course, the driver.

-Is your eyesight good, and when did you last have your eyes tested?
Was it by the driving examiner when taking our test?

It is down to our own self-assessment whether we are fit to drive.

What should you carry in your vehicle?

- Extra clothing for keeping you warm, high-viz jacket and - remember - you may be carrying a passenger and they may have to get out of the vehicle. Do not forget the new type of fluorescent jackets must also have fluorescent full-length sleeves. It is said that if you must get out of your vehicle on the motorway and sit on the embankment the temperature is about 3 degrees lower.
- A good idea is to have a pair of sunglasses because some problems arise when coming out of a junction and wanting to turn right and the sun is low, and after the collision you hear: "I did not see him because of the sun".
- Do you need to have something to eat or drink in your vehicle?
- You will, of course, have your mobile 'phone, but how embarrassing if the battery is flat.
- Do you have a wire to charge the battery from your vehicle?
- Do not forget the torch as many roads do not have lighting. Many of these items you will carry around all year as the norm.
- Some drivers carry other equipment to help get them out of trouble if they skid off the road. Shovels and/or snow chains. Be very careful if you use snow chains because if not fitted correctly, they can cause a lot of damage. Some people carry snow socks which are very effective. As the name implies, they are only for snow and should be removed if driving on ice.



Remember that when road accidents involve a death, the scene will be classified as a murder scene and the Police must close the road to gather evidence. There will be a long delay before the traffic gets moving.

Your vehicle

- One of the main causes of breakdowns is running out of fuel. Do not let that be you.
- Your windscreen - is it clean and are your wiper blades in good condition? When did you last change your wiper blades? Do not forget they have been working all through the year in dirty dusty conditions, the blades may be worn. You will want good vision when overtaking an LGV.
- What about the windscreen washers? Make sure that they are working and filled up with correct fluid. Have you tested all your lights? Do not rely on the fact that they were working on the last service.
- Are the tyres in a good condition and do they have a good tread depth? Yes, we all know the legal depth is 1.6mm, but the recommended safe limit is 3mm.

Ask yourself the question; would you go walking on snow with smooth soled shoes?

Driving

Now we come to your expertise. Driving on snow and ice is a challenge.

- Can you see through your windscreen? If not, should you try continuing?
- Are your wipers coping with the amount of snow? Only you can make the decision to continue. Once you start driving in the snow you have many hazards to contend with.
- Is the snow drifting? If yes, expect to find other vehicles stuck in the snow.
- Some people will recommend that you get into a higher or lower gear. Your main aim is to keep traction between your vehicle and the road.
- You should keep straight line driving as possible, avoiding any sharp turns.
- Do not try to speed up, and if starting to skid, off the pedals, and try to get traction back.
- When descending a hill, get in low gear and try to keep your vehicle at a walking pace.

Flooding

We have all seen this recently. You have to ask yourself; "Is it safe to drive through? Remember, you cannot see what is under the water, big potholes, or if drain covers are missing.

- If you do decide to drive through the water, do not stop.
- Do not forget to try your brakes when you are through the water.
- The depth of water should not be up to the height of your exhaust pipe.

Derek Leggetter

A DriverCheck Assessment

Recently, NELE Hon. Treasurer, National Observer, Local Observer Assessor and Masters Mentor Paul Heasmer kindly offered me a DriverCheck Assessment. Since I originally passed my test in 2005 and my certificate is dated July 16th 2005, I thought it would be nice to discover how closely my skills remained to the IAM standards after this distance of time.

My son and I came to the IAM by an unusual route. My brother, Roy, has always had performance cars and is very skilled in handling cars, power sliding through bends and using handbrake turns, etc. When my son, James, passed his test in 1998, I asked my brother if he'd take him out and show him some of those skills. But Roy said that he thought that wasn't such a good idea for a novice driver, but what he would do was give James an IAM course for his birthday.

James started his IAM training with Geoff Brown who was one of the NELE Observers at the time and lived close to our home. In due course, James successfully took and passed his Advanced Driving Test. He often said to me that he believed I would be capable of passing too and encouraged me to do likewise. But I had a demanding job at the time, and I shelved the idea for several years. However, in 2004, my wife and James grasped the nettle and gave me the Advanced Driving course as a Christmas present. Geoff Brown was still observing, and he shepherded me through my test in summer 2005.

Since then, I had done no further specific driver training, but most times when I am in my car, I apply the methods I have learned. Moreover, I often mentally think of the commentary I might be giving should an examiner be sitting beside me, so I was optimistic about my refresher.



I drive a SEAT Alhambra, a seven seater MPV with a 2 litre diesel engine developing 185 PS, and 380 Nm of torque mated to a six speed automatic gearbox. The combination of a torquey diesel with an automatic gearbox is ideal for a large car like that. My car also has an electric parking brake with automatic hold on stopping and is fitted with cruise control.

On the agreed day, I headed for Paul's home on an estate in Chadwell St Mary, where the roads are pretty congested with parked cars even during the working day. I found a place to park in a cul de sac adjacent to Paul's house and turned my car round to be pointing in the direction we would be driving away.

Before we started, and while I was running through my cockpit check, Paul gave me an overview of the route he planned to take. Fortunately, we are both familiar with the local area, so I had a good mental picture of the route we would be taking.

We set off, with Paul giving good and timely instructions on the direction to be taken at the various intersections. The morning was dry but overcast with good visibility and as we had started at 10 a.m. traffic was normal and not particularly heavy. As I followed Paul's route, I was mentally anticipating the points which I thought he was intending to test with his choice of route. I chose to give a commentary on my driving and the road as we proceeded. We discussed the use of cruise control and Paul confirmed he was in favour of its use in suitable conditions.

Our route revealed a number of difficulties caused for road users by the neglect of maintenance and slapdash operation around road works. The first of these was a temporary 30 mph speed limit imposed for railway maintenance works accessed from the A128 Brentwood Road adjacent to a railway bridge near West Horndon. The limit was not correctly signposted. Several 30 mph signs were in place on the left hand grass



verge, but none on the offside verge. Moreover, once we passed the railway bridge, there was no indication of where the restricted area finished. We were taking a left turn towards West Horndon, and as we entered the road, 50 mph repeaters were the first indication that the 30 mph limit no longer applied. In several other locations, information signs were obscured by overgrown roadside shrubs and typically not visible until we were almost on top of them. Needless to say, it would have been impossible to count the number of potholes or worn out road markings along our route.

We then proceeded through West Horndon, with the approach to the built-up area marked by 30 mph signs. As we left the built up area after crossing back over a railway bridge, there was no trace of signs ending the 30 mph speed limit. Paul commented to me that I had unwittingly passed national limit signs hidden in the undergrowth and that the absence of street lights might have alerted me to the end of the restricted area. Fortunately, I did not receive a markdown for that "omission".

We continued through West Horndon towards Cranham and made our way via Great Warley towards Junction 28 of the M25. It was here I was marked a 2 for apparently signaling left prior to passing a minor turning on my left just ahead of the crossroads at Brook Street.

Shortly afterwards, we joined the M25 southbound towards the Dartford river crossing. There was plenty of traffic, and it took a while to find a safe opportunity to build speed up to the national limit and for a while proceed in Lane 4 before returning to Lane 3. This stretch of road afforded a couple of chances to demonstrate observation: at one point I noticed a vehicle ahead lurching over a dip in the carriageway, and I commented to Paul that I was about to back off the gas to exploit weight transfer to avoid my car lurching over the dip.

There were many heavy lorries and other slower traffic in lanes 1 and 2, as we approached an incline, which resulted in the leading lorries losing speed and starting to cause a domino effect of slowing vehicles and drivers seeking opportunities to move out into Lane 3 to pass these slowing trucks. We were closely catching up a vehicle in Lane 2, but I hung back, commenting to Paul that I had noticed a slight deviation in the vehicle's trajectory, and sure enough, a moment later it suddenly pulled out into my path, requiring me to back off the gas a little more to create a decent interval between our two vehicles.

We discussed this situation, which I likened to detecting a sort of “body language” that you get to recognise with experience. It can only be learned with experience of driving in real life conditions, but once you know the signs, you learn that vehicles frequently make a characteristic deviation from their trajectory while a driver is looking for an opportunity to pull out into another lane.

A little farther down the road, we were leaving the motorway at Junction 30 to take the A13 eastbound, and back to our starting point. Along here I picked up my second markdown. Paul recorded that as we reached the end of a 50 mph limit and passed the signs for the national limit, I accelerated before the rear of the vehicle was completely clear of the change of limit signs.

Having returned to Paul’s home, I parked up for a debrief. Paul congratulated me on my driving standards and showed me his assessment which had awarded me a score of 1 (Advanced Standard) on 16 out of 18 categories, with two very near misses of a perfect 1: He gave a 2 for Signalling, (citing the early signal in Brentwood which might have caused confusion), and a 2 for Speed Limits, citing the early acceleration at the change from 50 mph to national limit. Paul told me he would gladly employ me as a chauffeur.

For myself, I was very pleased with the result and delighted to know how well I had scored against Advanced Standard considering that it was 16 years since I originally took the Advanced Driving Test.

Tony Cater

Paul would like to congratulate you once again for a very safe, systematic drive. -Ed.

Recent Group Meetings

July Meeting—“Preparing for your Advanced Driving Test”

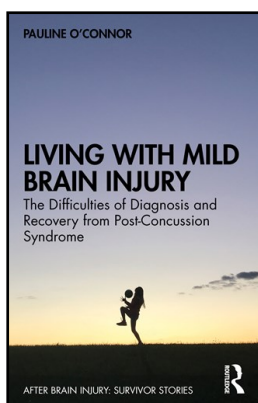
Martin Diss

In July, NELE received a comprehensive presentation from IAM RoadSmart Examiner, Martin Diss, on preparing for the Advanced Driving Test. The video will be of particular interest to Associates as it covers the system, positioning, cornering, limit points and overtaking. And there’s a great bit at the end on parallel parking.

Martin’s video was in fact, our first and most successful video which will be of particular interest to all our Associates. It can be viewed over and over again at your leisure and you will find the link to it on the NELE IAM website www.neleiam.co.uk. Select the ‘Event’ tab and click ‘videos’ to the right of the page. You won’t be disappointed!

August Meeting – “Living with Mild Brain Injury”

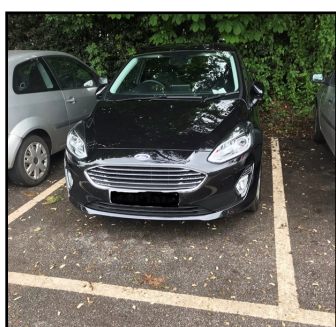
Pauline O'Connor



Thank you for the opportunity to speak at your August meeting. It was lovely to be able to share my experience or returning to motoring following brain injury with such a kind group.

As part of the presentation, I touched on the vast number of changes which cars have undergone in the fifteen years since I last drove. I learned to drive in a 1990 Daihatsu Rocky diesel 4WD. It looked exactly like Postman Pat's van. And yes, we did have a black-and-white cat. Our beloved Rocky was no-frills, with minimal seating comfort. It also had a manual diff lock; you had to get out and turn a knob on the front hubcap before going into 4WD mode.

In comparison, owning a modern car feels like having an expensive computer parked outside! My brand-new Fiesta has an app, so you can unlock it using your mobile phone. It detects rain and turns on the wipers automatically. On my first drive for 15 years, the car connected to my phone when a call came in. It was disconcerting when the vehicle started ringing. However, some things don't change. And one of these is reversing into a parking space to make a quick getaway later! Voila, my first parking job in 15 years.



Thank you again for your time and the recommendations of driving assistance near me. If you were interested in my book “Living with Mild Brain Injury”, please use the code ‘ESBAC’ at checkout for a 20% discount (see inside back cover).

I hope you all have a safe and warm winter ahead.

© Pauline O'Connor 2021

Members, please do watch Pauline's video, the link to which you will find on the NELE IAM website: www.neleiam.co.uk. Select the 'Events' tab, and click 'Videos' on the right of that page. -Ed.

September Meeting – Essex and Herts Air Ambulance Trust



I have been a volunteer for EHAAT for 12 years. Over that time, I have witnessed the Charity growing into the major organisation that it is today.

I initially became involved with the Charity as a result of meeting the crew at incidents when I was a Volunteer First Responder. I realised that the high level of skills which they brought to incidents only happened as a result of supporters across Essex and Hertfordshire sticking their hands in their pockets! I initially helped out with odd jobs within the office at Earls Colne and

progressed to helping out at events of all shapes and sizes and then giving talks and hosting tours around the airbase. Memorably I took part in a TV programme with some of the charity staff and crew. Interestingly the programme only lasted for one series!

The most interesting part of my role are airbase tours, as they give me a great opportunity to catch up with the crews directly. I'm also very keen to see the new visitor centre at North Weald.

The key to all of the volunteering I do is the opportunity to meet with the members of the public from all ages and backgrounds who support the charity for many different reasons. I have also had the opportunity to meet with a large number of dedicated volunteers who are giving that most precious gift – their free time.

During the last year – certainly the strangest year ever, I have managed to do some jobs to help out including leaflet delivering, home based research for the fundraising team and several Zoom calls which I believe are going to be our main contact with supporters for many months yet. I have also continued to support the Forum Team in their important task of further improving and maintaining volunteer involvement with the organisation. This is going to be a key area as all of us on the volunteer team get back to work. I am really looking forward to the opportunity to once again be involved in the many varied events which the charity normally gets involved in.

Roll on the end of restrictions.....

Peter Hennessey



NELE is hoping to arrange a visit to the new Airbase at North Weald Airfield for Members in the not too distant future. We will keep you posted.

In the meantime, you will find a wealth of information about the work of the Trust as well as various ways in which you can support their work on their website: www.ehaat.org. -Ed.

October Meeting – Tax Care & Toy Boys

Norman Beauchamp

NELE welcomed Norman Beauchamp from Co-Op Estate Planning for the first face to face Group Meeting for 18 months. This was simultaneously “Zoomed” to those who could not attend in person and attendance was better than anticipated. Whilst the message and importance of Estate Planning is serious, Norman’s delivery was informal, easy to follow and surprisingly amusing. He gave us much to think about.



An ‘Estate’ is considered to be the total value of our property, savings and any possessions of value. An individual can pass on up to £325k to our heirs tax free. Above that amount, a tax charge of 40% is applied. Any allowance you haven’t used up before you die can be inherited by your spouse or civil partner, along with your assets. A married couple can therefore pass on £650k inheritance tax-free. Inheritance tax must be paid before any money can go to beneficiaries of a Will.

For many people, one of the biggest worries as they grow old is being able to make sure that when they die, what they have worked all their life for goes to the people they love the most. As you grow older, you have to pay for many things that you have once done yourself such as help at home, getting around and care fees. These expenses make a big difference to your nest egg. Steps can be taken to protect as much of your wealth as possible as well as reduce the burden of Inheritance Tax. Specialist advice such as that from Co Op Estate Planning can ensure you make the most of tax allowances and tax planning opportunities.

Re-marriage of a surviving spouse after the first death of a couple can result in the new husband/wife inheriting everything, whilst the children from the first marriage get nothing. The right advice can help protect the family home and savings for future generations and go to the children and grandchildren.

No one wants to think about what will happen if they become unable to make decisions themselves. A Lasting Power of Attorney will remove the burden from your family and help reduce the stress and cost to your family at a very difficult time.

Finally, Norman highlighted that putting a Will in place is not enough. By its very nature, a Will only takes effect on death – so anything you put in your Will can’t help protect your assets during your lifetime. It is therefore essential that no matter how old you are, you take the necessary steps to protect your wealth. Norman remains available to give advice and guidance in individual cases and Members can leave a message for Norman to contact them at a convenient time by calling Co-Op Estate Planning on **0800 110 5221**.

The Art of the Overtake

“Overtaking is an art. A successful overtaking manoeuvre needs a lot of consideration and calculation regarding the distance to the man in front. It's probably one of the most complex situations you can find yourself in.”

Lewis Hamilton

In our crowded corner of the country opportunities for overtaking are comparatively rare. In any event, as advanced drivers we are governed by the need to be able to execute an overtake within the speed limit applicable at the relevant point. Others, perhaps, may be less scrupulous in their attention to such niceties. We have all found ourselves at one time or another behind a driver who is travelling a little below the limit but we are precluded simply by the fact that there is not enough clear road to complete the overtake within the speed limit.

The ability to evaluate the speed and distance of other vehicles in overtaking, or when joining a main road at a junction, is vital. Thus the gathering of information, as prescribed within 'The System', is fundamental and achieved by being in the correct position on the road. As with most driving disciplines, accuracy is the vital component in the preparation of an overtake: accuracy in selection of the appropriate gear, monitoring following traffic and following / overtaking positions. The whole aim of the preparation is to minimize the T.E.D. factor - the **T**ime of **E**xposure to **D**anger. If an overtaking manoeuvre takes two or three seconds, there is a minimal chance of the circumstances changing to any marked degree. However, were the overtake to take more than ten seconds, it is probable that the circumstances would change. Therefore, with preparation and accuracy the overtake will be easier, but not simple. With the many variables involved it is unsurprising that it is one of the most difficult procedures to perfect.

The perception of many drivers is that they have missed an overtaking opportunity, which is often misinterpreted by them as failure to appreciate that there was time available, when their decision was, in fact, correct. An overtaking opportunity might have existed, but what prevented its implementation was simply a lack of preparation.

Before embarking upon the detail of an overtake, we need to consider the factors that may impinge upon the manoeuvre. For example, are any vehicles looking to overtake me; are there any junctions or entrances on the right; are there any vehicles in the lay-by on the left; what is the possibility of high speed approaching traffic as yet unseen. All this information must be

considered and factored into the timings to be calculated. So now let us consider method. Early anticipation of a potential overtaking opportunity is crucial. Once it is established, engagement of the appropriate overtaking gear will assist in attaining and retaining a good following position. It is at this point many go wrong by approaching the target vehicle too closely. This reduces forward visibility necessitating a reduction in throttle opening, thus creating a deficit in speed over the vehicle to be overtaken that has to be made up, all costing a few seconds of valuable time.

Once all the available information has been assimilated, then is the time to shorten the following distance, but still leaving sufficient room in which to re-establish were the overtake to prove abortive. The final link is to take the vehicle out (not to crane the neck to the right!) with a positive throttle setting to observe the conditions before committing and, all being well, to proceed.

If any of the factors in preparation are not accurately implemented, vital seconds will be added to the overall task serving to reduce the potential opportunity. With the benefit of accurate preparation, it will prove relatively easy by reduction in the time taken between the decision to commit and its completion. Finally is the essential accuracy in judgement of the return to the correct side of the road without causing a problem or impeding any other road user such that they have to alter their course or speed.

Iain Wyness

Laws Not Learnt in School

- 1. Lorenz's Law of Mechanical repair:** After your hands become coated with grease, your nose will begin to itch.
- 2. Anthony's Law of the Workshop:** Any tool, when dropped, will roll to the least accessible corner.
- 3. Kovak's Conundrum:** When you dial a wrong number, you never get an engaged tone.
- 4. Cannon's Karmic Law:** If you tell the boss you were late for work because you had a flat tyre, the next morning you will have a flat tyre.
- 5. O'Brien's Variation Law:** If you change queues, the one you have left will start to move faster than the one you are in now.

The Great British Car Journey and Drive Dad's Car

A new museum and driving experience has recently opened at Ambergate near Belper in Derbyshire. I visited recently when on a short break in the Peak District. It is called the Great British Car Journey and has a feature called Drive Dad's Car.



The museum appeals to the nostalgia many of us have for the British cars our Dads and Granddads, (or even, we ourselves) used to own from the 50's to the 90's. But it is not just another warehouse full of highly polished examples of classic cars. At this museum, you can drive some of the exhibits yourself.



The museum has a few pre-war exhibits, but really gets into its stride with cars like the Ford 100E Anglia, Austin A35, and Morris Minor and their successors. The museum is housed in a large converted warehouse on an industrial site alongside the A6 between Matlock and Belper in Derbyshire.

Selected cars are available for visitors to drive, but naturally it is necessary to book in advance. All drives are 20 minutes duration on the museum site, with an instructor accompanying the driver. Cars are grouped into collections:

Classic: this collection is about 17 cars such as Mini, Hillman Imp, Vauxhall Astra, Vauxhall Cavalier, Ford Escort, Ford Sierra Sapphire, Reliant Robin.

Premium: this collection of 12 cars includes rarer and more specialised cars such as Mini Cooper, 1960 Sunbeam Rapier convertible, MG Midget and MGB GT, Vanden Plas Princess and Austin Allegro.

Luxury: This collection of 3 cars comprises a Bentley Eight, Rolls Royce Silver Spirit and a Jaguar XJS convertible.



I have always wanted to try a drive in a Rolls Royce, but never found an opportunity until now. I managed to book a drive in the Silver Spirit, and it was a good experience. Their car is a 1989 model in cream with cream leather interior and a light tan vinyl roof. The V8 engine wafts you along effortlessly. The automatic gearbox changes imperceptibly. Unusually, the gear selector is mounted on the steering column and is operated by your right hand. The parking

brake is foot operated, like many Mercedes and American cars.

The driving circuit consists of several laps around the service roads of the small industrial estate on which the museum is located. Consequently, there is no opportunity to build up any speed, but you get plenty of practice at manoeuvring. One part of the course has a number of traffic cones set out to make a slalom course. With the Rolls, that was a doddle, but most of the more mundane cars available date from the days before power steering became common, so it would have been much harder work with one of those.

For a supplement, you can have an image pack of your drive. All cars are fitted with dashcams which film the drive and road ahead, and a photographer on site takes several shots of the car in action during your drive. If you choose the image pack, you get a link to a website emailed to you within 48 hours and from there you can download the video and photos of your drive.

I can thoroughly recommend a visit to this attraction if you are interested in classic cars. The venue only opened this year and it deserves to become a success. I hope that it is sufficiently successful that it can expand its collection and move to a more suitable site such as an old airfield where there would be space for an even better driving experience.

For more information, go to:

The Great British Car Journey and Drive Dad's Car:
<https://www.drivedadscar.com/>

01773 317255
07932 584088
info@drivedadscar.com

**Derwent Works
Ambergate
Derbyshire DE56 2HE**

Tony Cater

Living With Mild Brain Injury

20% discount for NELE members at Routledge.com

Enter the code LBI20 at checkout, valid 31 May-31 August.

This important book presents a unique, personal account of the impact a mild traumatic brain injury can have. It tells the story of Pauline, who was 33 when a football tackle caused a bleed in her brain. Includes descriptions of hidden symptoms of concussion & post-concussion syndrome, pitfalls in diagnoses, the uneven progress of recovery, and the varied reactions which people have to an acquired brain injury.

“Incredibly vivid...this book will be of great benefit to professionals, survivors and their families alike.”

Dr Neil Parrett, Consultant Clinical Psychologist in Neurorehabilitation

Also available at: hive.co.uk bookshop.org amazon.co.uk or search for 'living with mild brain injury book'

Members may recollect that we published a list of “Ten great confusions and observations” in the summer journal. One of them was “Who knew what time it was when the first clock was made?”

Thanks to member Tony Cater who has responded as follows:

The answer is that on any day when the sun shines you can determine midday local time as the sun is directly overhead, so a sundial or even a simple post in the ground can be used. Hence the first clock would have been set right at midday as that is the time which can be established most accurately with the tools available at the time.

When the first clocks were made, time was a local thing determined by the Earth's daily rotation. Once the railways offered the opportunity for rapid travel, it became necessary to introduce the concept of time zones so that all trains on a network operated to a standard time. The line of longitude running through Greenwich was adopted as the prime meridian (0 degrees) by international convention in 1884.

Now, that gives us one less thing to think about!

But who knew that many years ago in England, pub frequenters had a whistle baked into the rim or handle of their ceramic cups? When they needed a refill, they used the whistle to get some service.

‘Wet your whistle’ is the phrase inspired by this practice.

NELE IAM Committee

(From April 2021)



General e-mail: enquiries@neleiam.co.uk
Group website: www.neleiam.co.uk
Facebook page: <https://www.facebook.com/instituteofadvancedmotoristsNELE>
(please follow and share posts)

Chairman: Paul Gillett 020 8530 5928
chairman@neleiam.co.uk

Secretary: Mike Noel 0208 530 2687
secretary@neleiam.co.uk

Treasurer: Paul Heasmer 07521 442236
treasurer@neleiam.co.uk

Membership Secretary:
Brian Calcutt 07949 200007
membership@neleiam.co.uk

Observer Team Leader:
Peter Rowles 020 8500 9814
observertraining@neleiam.co.uk

Newsletter Editor, PR and Group Meeting Organiser:
Jennifer MacLellan 07722 130571
publicity@neleiam.co.uk

Webmaster:
Pete Minvalla 07956 327107
webmaster@neleiam.co.uk

Events Organiser: Post vacant

Committee Members:
Clint Childs 07950 925499
Derek Leggetter 020 8550 2454
Charles McGlinchey 01279 444679

Group Contact: Paul Gillett (as above)

Group e-mail: enquiries@neleiam.co.uk

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!

E-mail: publicity@neleiam.co.uk