



Official Provider



ROADWORTHY

JOURNAL OF THE NORTH-EAST LONDON AND ESSEX GROUP OF ADVANCED MOTORISTS

PLEASE JOIN US

At our **AGM** on **Tuesday 12th April 2022** at **7.00** for **7.30 p.m.**

At the **Moby Dick (Toby Carvery)**, Whalebone Lane North,
Chadwell Heath, Romford, RM6 6QU (A12 junction with Whalebone Lane)



Buffet provided
RSVP

Spring 2022

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.** With the exception of the AGM (below) which will be face to face and Zoom, 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.

8th March **Cornering, hierarchy of cornering priorities, and advanced cornering techniques.** Nick Fearn

12th April 7.00 for 7.30 p.m.
AGM at the Moby Dick (Toby Carvery), Romford Presentation on Dashcams, Road Safety & the Police Portal. Elliott Blackburn, Nextbase Dash Cams. *Members, Observers & Associates welcome.* Buffet included.

What would **you** like of the NELE Group Advanced Motorists? Please complete and return the enclosed blue **RSVP/Questionnaire** (by post, e-mail or 'phone) by 8th April, 2022.

10th May **Pete Doherty, IAM Service Delivery Manager.**

14th June **Preparing for the Advanced Driving Test.** IAM Examiner (t.b.c.)

12th July **Diversionary (Speed Awareness & Drink Driving) Courses, Part 2.** Margaret Houlihan

Deadline for the next edition of RoadWorthy: 19th May 2022.

E-mail: publicity@neleiam.co.uk

Chairman's Chat



The papers have recently been full of news about increases in the cost of living. That's certainly significant, but I've been struck that recently, there have been even more significant increases in the cost of *driving*.

It's not only the obvious matter of fuel, which is now approaching a record high in the price per litre; it's also the more insidious costs that have appeared over the past three years whilst our attention was taken by COVID.

A significant proportion of NELE members will have had to replace their cars because of the introduction of ULEZ, or face a £12.50 charge for each day that they drive. This has had a knock-on effect on the cost of second-hand cars, many of which are now being sold at prices above what the previous owner paid two years ago. Although this may appear to be a good time to sell, remember that whatever replacement you buy will also have gone up in price – hang on to what you've got!

Unfortunately, the wholesale move towards younger cars because of ULEZ could increase the cost of maintaining whatever you own. Many small garages and repair shops delivered good service to local residents with older cars that could be fixed with spanners, hammers and good old-fashioned know-how. Recently, the small commercial premises occupied by your friendly motor mechanic are being sold by the landlord for residential development. Many local garages are closing as a result. Newer vehicles also require a different approach to maintenance; failed components can only be replaced with new parts, often only available from the manufacturer at premium prices.

Although London Boroughs appear to have reduced their efforts on road repairs because of the pandemic, it doesn't seem to have stopped work in their parking departments. Many Boroughs have increased parking charges above the level of inflation, especially for diesels (even the latest generation with clean exhausts). To add to their coffers, they have extended resident parking zones and introduced charges for parking vehicles belonging to visitors and tradesmen.

Sadly, IAM RoadSmart are also contributing to the increasing cost of driving. The cost of the Advanced Driving Course, which has been held at £149 since 2014, will go up to £175 from 1st April this year. That initially seemed to me to be quite a jump. However, I recently helped staff at an IAM RoadSmart stand at a major exhibition. We explained to the public what was included in the Advanced Course: a year's membership of a local Group and the national IAM RoadSmart charity, a course handbook, and how an Observed Drive was delivered. When told that the cost would be £175 from 1st April, the reaction of many of the public was, "That sounds good value for £175. How much for the second and subsequent Observed Drives?" They found it hard to believe that further drives were included in the price, as was the final Advanced Test. Many signed up for courses on the spot, especially when we pointed

out that Advanced driving can save wear, tear and fuel, reducing the impacts that I mentioned above.

So maybe, we should look at ourselves in a different light from those other price increases. We're a little more expensive, but still excellent value for money!

Mind you, that doesn't mean that we shouldn't try to get a good deal when possible – monitor www.iamroadsmart.com for the offers that appear from time to time; there has often been special 10% off promotions during the past couple of years, so keep an eye out for them in future. NELE will try to alert you if we hear of them.

Paul Gillett

Know someone who wants to be a better driver?

Then please talk to him/her about the IAM RoadSmart advanced driving programme, which can help a driver feel more confident, safer—and make driving or riding a more enjoyable experience.

Better driving is not a one time benefit but a real skill for life. The IAM package contains everything to get your driving skills up to speed at just £149 (£175 from 1st April 2022).

Included in the fee is Associate Membership of both national IAM RoadSmart and this Group—the North East London & Essex (NELE) Group—together with road advanced driving, delivered locally by NELE and the IAM Advanced Driving Test itself.



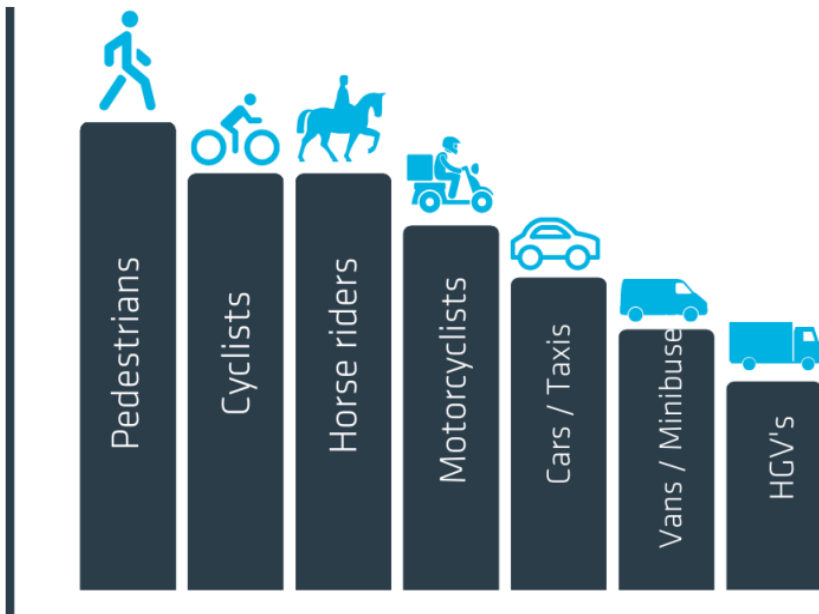
The Highway Code—what’s changed?

The Highway Code changed on the 29th January, with 8 new rules being introduced as well as 49 revisions to existing rules. Among the changes is a new 'Hierarchy of Road Users' that prioritises vulnerable road users, such as cyclists and pedestrians, over larger motorized vehicles.

The Highway Code's new 'Hierarchy of Road Users' states that greater responsibility must be taken by road users when sharing the road with the most vulnerable road users. Another major amendment states drivers should stop and give way to pedestrians waiting to cross the road before turning into or out of junctions and also cyclists going straight ahead. The final major change is to establish guidance on safe passing distances and speeds when overtaking cyclists or horse riders.

What are the 2022 Highway Code changes?

Rule H1: New Hierarchy of Road Users (*illustrated below*). Drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This principle applies most strongly to drivers of HGVs, buses, LGVs, cars/taxis and motorcycles. Cyclists and horse riders likewise have a responsibility to reduce danger to pedestrians.



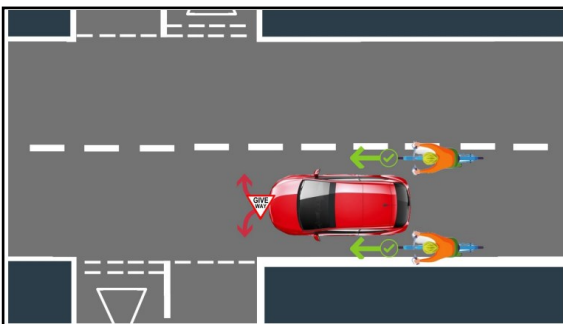
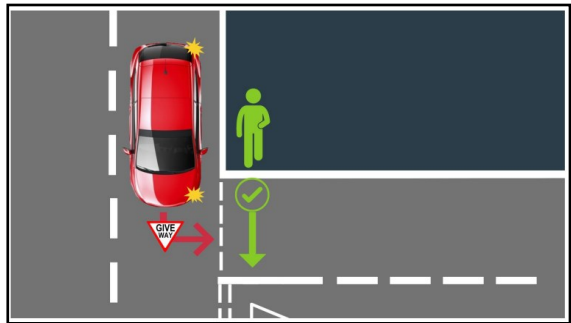
Rule H2: New priority for pedestrians at junctions

At a junction, drivers, motorcyclists, horse riders and cyclists should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. You should give way to pedestrians waiting to cross a zebra crossing (currently you only have to give way if they're already on the crossing), and to pedestrians and cyclists waiting to cross a parallel crossing.

Rule H3: New priority for cyclists when cars are turning

Drivers and motorcyclists should not cut across cyclists, horse riders or horse drawn vehicles going ahead when you are turning into or out of a junction or changing direction or lane. This applies whether they are using a cycle lane, a cycle track, or riding ahead on the road and you should give way to them. Do not turn at a junction if to do so would cause the cyclist, horse rider or horse drawn vehicle going straight ahead to stop or swerve. You should stop and wait for a safe gap in the flow of cyclists if necessary.

Please note: Many of the rules in the Code are legal requirements, and if you disobey these rules you are committing a criminal offence. You may be fined, given penalty points on your licence, or be disqualified from driving. In the most serious cases you may be sent to prison.



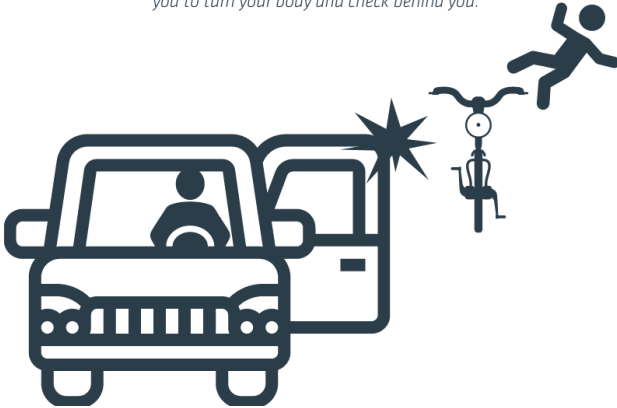
Such rules are identified by the use of the words 'MUST/MUST NOT'.

You will find a list of the full changes to The Highway Code under the 'Links' tab of the NELE website.

Although failure to comply with the other rules of the Code will not, in itself, cause a person to be prosecuted, the Highway Code may be used in evidence in any court proceedings under the Traffic Acts to establish liability. This includes use of advisory wording such as 'should/should not' or 'do/do not'.

Dutch Reach

In the UK, the Dutch Reach means the driver should open the door with their left hand and the front passenger should open the door with their right hand, forcing you to turn your body and check behind you.



DUTCH REACH

Four steps to keeping cyclists safe

- ✓ USE YOUR LEFT ARM AND HAND TO OPEN THE DOOR
- ✓ TURN YOUR HEAD OVER YOUR RIGHT SHOULDER
- ✓ CHECK YOUR SIDE VIEW MIRROR
- ✓ OPEN YOUR DOOR SLOWLY

(The above was clearly written for a driver ("use your left hand"), whereas passengers should also look out for cyclists coming up on the near side when opening the car door—Ed.)

VISIT TO STUDIO 434, Potters Bar

by NELE Member John Harrison



Studio 434 is a classic car storage building in Potters Bar, or more precisely, two such buildings now (I have visited previously when they had just one building).

On 25 November several of us from NELE visited it (Studio 434 is not open to the public). It is owned by Rodger Duddings, a businessman who initially made his money inventing

the machine which issues tickets to facilitate queuing at deli counters, clinics, etc. He then invested in lock-up garages which led to general property development.

Over many years, he has built up a collection of classic cars and Studio 434 provides storage and display space for them. There are 420 cars there (will there be a big celebration when they reach 434?) and this is thought to be the biggest display of privately-owned cars in Europe. There are also motorcycles and automobilia.

Studio 434 is operated as a business with the cars being available for hire for film work and weddings (no self-drive). There is a film studio attached to the second building. The facility also offers storage for private owners' cars. For more details see www.studio434.co.uk. This write-up is based on an article I wrote for my newsletter on vehicle registrations, "1903 and all that", so is rather number-plate orientated, but you will probably be pleased to know I have taken out some of the more technical bits.

Mr. Duddings obviously has his own numbers – 58 D, 76 D, DHL 1, 2 DHL, 4 DHL, 5 DHL (Rodger Duddings' company is Dudrich Holdings Ltd), OHL 2 (a bit cheeky) and 50 RD (A DVLA Auction mark selling for £7,000 in September 2002) were on vehicles on display.

The collection is somewhat eclectic, seemingly what Mr. Duddings has fancied. One person in our group commented that a Ford Ka and Austin Seven Swallow were parked adjacent to each other. There is a range of cars from ordinary family cars to supercars and quite a lot of Rolls-Royces. Strangely I only recall seeing one Vauxhall. Having had a white Ford Orion (F58 TVT) as a leased car for a year, I was pleased to see another, albeit G-reg, white Orion. There were quite a lot of examples of what might be considered "prestige" marques in terms of classic car ownership, e.g. Alvis, Healey, Lagonda and Lea Francis.



Mr. Duddings obviously has a fetish for Clynos and Aston Martin Lagondas (AMLs). There are no less than 25 of the latter – we were told he had 24 till last weekend when he had bought

another! The "How Many Left" website indicates only 29 AMLs are taxed, so he has rather cornered the market.

Not all Mr. Duddings' 25 AMLs were necessarily taxed and one bore an Irish Republic plate and another a Lithuanian vanity plate which would seem to be genuine. Another AML had British DVLA Auction mark 1 LAG (sold for £4,600 in November 1994). Incidentally, the Austin Seven Swallow SV 8875, has been imported from the Isle of Man and was previously registered MN 6686. It had number plates made up in a French style – I do not know why.



Austin Swallow SV8875

Countries' international ovals change from time to time as witnessed by our recent change from GB to UK.



(Left) This is the oval on an East German Trabant. When East Germany and West Germany merged, East Germany's DDR code became obsolete, being replaced by the German D code. The owner of this car has resolved the problem by simply painting out the outer two letters on the oval!

(Next page). This is a convertible Ford Capri, the original Capri based on the Ford Classic not the more recent one. No convertible Ford Capri was manufactured, so it had to be a conversion. Also the car has been somewhat "blinged". I asked our guide who had done the conversion expecting him to say it was somebody like Crayford. He said they did not know. The car had been bought at auction and they then discovered that the conversion had been carried

out fairly recently. It had been undertaken without obtaining approval so the car could not be used on the roads except on trade plates. To be able to use it they would need to obtain a Single Vehicle Approval and meet modern standards and doing this would not be cost effective – for example, they would need to strengthen the windscreen. Its number, 430 PCV, is not on the DVLA database. The car was last MoT'd in April 2014, so it presumably was converted after that date. Our guide said sometimes auction houses were not totally honest about the provenance of cars in this respect.



(Left) This is an appropriate “car number”, ACZ 378 on an AC378 GT Zagato.

Many of us will have fantasised about having a dream garage with various nice cars. Rodger Duddings has been in the fortunate position of having two such garages, very large ones, and almost unlimited funds to fill them.

Should you ever have the opportunity to visit Studio 434, I strongly recommend you take it up!

Studio434® is more than a home for Rodger Duddings’ cherished collection. Now divided into two buildings, it is a museum, a secure vehicle storage facility, a classic vehicle hire company, a film and photographic studio centre and a unique event venue. For car lovers and movie makers, happy couples and conference organisers, Studio434® is an absolute classic.

Visit their website: <https://www.studio434.co.uk/>

November Meeting – Behaviour Change Technique

Iain Watson & Holly Jacobs

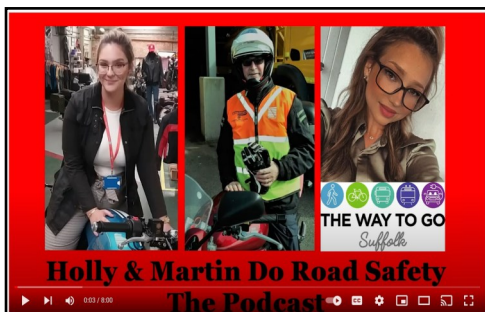
Suffolk County Council's Senior Road Safety Officers (Education)

Please note this presentation was video recorded for you, and can be found on our website: www.neleiam.co.uk/zoom-meeting-videos.



Iain joined Suffolk County Council in 2007. A former teacher and advisor, he now leads the Education team having undertaken work ranging from in-car infant safety through to college based interventions interacting with year groups in between. Iain is looking at how to change behaviour rather than just warn of dangers, and how to promote a positive view of road safety to normalise good road usage behaviour.

Holly entered the world of road safety through an apprenticeship where she was required to complete assignments and work experience whilst on the job. Her post had been created specifically to bring a more interactive/youthful approach to the Department and this she achieved by showing the team new online platforms as well as increasing their social media presence.



Being in the most at-risk age group on the roads (16-24) means Holly can relate to the pupils in the classroom. Holly has proved quite an asset to the team, as she better understands the behavioural patterns of young people to improve engagement. Working with colleagues who have decades of experience in the road safety field, combined with her understanding of technology, has

made for a good pairing.

Holly and the team have now produced a number of podcasts and five YouTube videos (above) which provide information for parents and carers of primary-aged pupils returning to school. These cover walking and using a crossing patrol, cycling, arriving by car and travelling by school and public transport. The videos link social distancing active travel and road safety messages, and were funded by the Government's Travel demand Management Scheme.

Do take the time to watch the video if you can. Suffolk appear to be the ones to watch when it comes to Road Safety and educating the younger generation.



Holly demonstrates the driving simulator.

January Meeting – Diversionary Courses

Margaret Houlihan



Margaret is a valued and longstanding former member of our Group, having now relocated to Norfolk. She has been in the driver training industry for many years as an approved driving instructor (ADI) coaching both provisional and full licence holders. She is also a national observer and has achieved the IAM Masters and it was a privilege to welcome her to this our first Group Meeting of the new year.

The history of diversionary courses began as a recommendation made by Sir Peter North in his Road Traffic Law Review report of 1988. The philosophy behind this was that motorists that made a mistake through a lack of concentration or misjudgement with no serious consequences or high risk, were offered the choice of a course rather than enforcement sanctions.

NDORS (The National Driver Offenders Retraining Scheme) was born and operates the scheme on behalf of the police. The scheme expanded and **UKROEd** (United Kingdom Road Offenders Education), was developed in the early 90's with its own board of directors, to ensure robust governance of the scheme.

The Road Safety Trust was established, in 2014 as a grant-funding charity. It is the parent charity of UKROEd established in 2016 (albeit they have been in operation since the 90's). Further information can be found on their websites: www.roadsafety.org.uk and www.ukroed.org.uk

Courses. The courses are designed to enable participants to reflect on the way they behave matters, demonstrating that bad behaviour can lead to bad consequences on the road network. UKROEd use experts in road user behaviour to develop the courses. The courses are reviewed on a regular basis to ensure that they are fit-for-purpose, based on the latest academic evidence and the results of course evaluation research undertaken after course attendance.

There are seven courses available:

- 1. National Speed Awareness Course (NSAC)** – covers speed limits and types of roads.
- 2. National Motorway Awareness Course (NMAC)** – Covers managed (smart) motorways including variable speeds, red X's etc.
- 3. What's Driving Us (WDU)** – Covers many offences so looks at the most common reason drivers get invited onto the course such as – not obeying traffic lights, road markings, signs etc.
- 4. Safe and Considerate Driving (SCD)** – These participants have been involved in an incident whereas WDU participants have not had an incident. The classroom session is mainly the same content as a WDU course, but there is an on-road element which covers a focus that the participant wants to work on such as keeping space.

5. Rider Intervention Developing Experience (RIDE) - Specifically for motorcyclists.

6. Safe and Considerate Cycling Course (SCCC) - Online course covering the key rules and regulations for cyclists and how those laws help keep cyclists and others safe and helps people to develop strategies to keep within the law when cycling.

7. Your Belt Your Life (YBYL) - Online course for people who are stopped by the police for not wearing a seat belt or not using an appropriate child car seat. The course covers the importance of wearing a seat belt and using an appropriate child car seat.

The courses also increase an understanding of how the human element (psychology) affects our driving including: stress, pressure, emotions, the way we think (biases – optimist, habit and self-enhancement “I am the best driver in the world”) and attitude.

All of these can have negative consequences whereby the decision-making process is affected therefore making a mistake, which may result in a crash which could have been avoidable. Ninety-three percent of crashes are avoidable (National Highway Traffic Safety Administration 2008). The structure of the courses enables the participants to recognise what is affecting their driving and uses peer learning to help each other find solutions to manage these situations.

All courses increase awareness of why drivers need to focus on their core driving skills increasing their concentration, observation and anticipation skills which will lead to always having a safety bubble around them to minimise the risk of being involved in incidents. The participant is encouraged to look at the highway code and to explore advanced driving courses.

Finally before the completion of the course participants are encouraged to develop an “action plan” which has five elements – the situation, why/how this affects the driving/riding activity, what they can do to manage the situation (possibly referring to hints received earlier in the course), consider why that plan might go wrong and what to add to make it a success - (e.g. **situation** - familiar road, **why** – lose concentration, **Action** – commentary driving, **Be unsuccessful** - forget to do it, **Make it a Success** - go on an advanced driving course.

In conclusion the courses are a lifeline for drivers/riders, who do not want points on their licence which can have adverse effects (increased insurance for 5 years on average, receiving a ban or job-related consequences – these are the most common effects, there are more). Most, not all attend to avoid the points, but leave with so much more either been refreshed or some new knowledge. Below is from the UKROEd website.

"The name UKROEd is derived from United Kingdom Road Offender Education – emphasising the focus we place on the education and training of drivers who commit certain specific traffic offences across the UK.

A report by Ipsos MORI in 2018 showed that targeting the behaviour of motorists through the courses provided by UKROEd reduced the likelihood of reoffending within

NORTH EAST LONDON & ESSEX GROUP OF ADVANCED MOTORISTS

Registered Charity Number: 1056280

ANNUAL GENERAL MEETING

to be held at

**the Moby Dick (Toby Carvery), Whalebone Lane North,
Chadwell Heath, Romford, RM6 6QU (A12 junction with Whalebone Lane)**

This is a 'hybrid' meeting (in-person and on-line via Zoom)

Tuesday 12th April 2022 at 7.30pm

Agenda

1. Apologies for absence
2. Minutes of previous AGM of **Tuesday 13th April 2021**
3. Matters arising from the 2021 AGM Minutes
4. Chairman's report
Resolution 1: To accept the Chairman's report
5. Treasurer's report and adoption of accounts.
Resolution 2: To accept the Treasurer's report and adopt the accounts.
6. Election of officers
7. Election of committee members *(Please note we are looking for members who have the skills to fill these 3 posts: **Group Night Coordinator, Events Organiser, Membership Secretary.** Support will be provided for people new to such roles.)*
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:
Future meetings post-Covid (venue, day & format)
10. Any other Business

**Please confirm attendance by completing and returning the enclosed blue RSVP/Questionnaire by post to the address at the bottom of the form.
Alternatively, e-mail Mike Noel: secretary@neleiam.co.uk
or telephone Jen MacLellan on 07722 130571**

North East London and Essex Group of Advanced Motorists

Treasurer's Report for the year ended 31st December 2021

The Group's receipts and payments account increased by £1,361. This was mainly because we were unable to hold meetings, therefore expenditure was low.

Group reserves stand at £11,210. They are all held in current accounts. Printing & Stationery includes the following specific costs of Roadworthy production:

- Printing of 3 editions of Roadworthy at £200 = £600
- Postage costs for Roadworthy = £531.90

Given the current state of reserves, the Treasurer does not see any reason to recommend an increase in membership fees for the next year.

Paul Heasmer would like to thank everyone in the group who has assisted him in his role as Treasurer.

Receipts and payments Account for the year ended 31st December 2021

	2021	2020
	£	£
RECEIPTS		
Subscriptions - Full members	2,140	2,260
Subscriptions - New Group Associates	558	824
Gift aid	639	160
Raffles	0	37
Donations	1	61
Total	3,338	3,342
PAYMENTS		
Observer Team costs	224	312
Promotional Events	0	73
Group Room Hire	78	111
Speaker Expenses	20	0
Printing and Stationery	1,186	894
Postage	31	358
Webhosting	117	246
Group Insurance	156	145
Sundries	91	208
Capital Expenditure	0	0
Other	75	9
Total	1,977	2,346
NET RECEIPTS/PAYMENTS FOR THE YEAR	1,361	996
STATEMENT OF ASSETS AND LIABILITIES		
Various equipment and materials	17	17
<u>Bank and Cash Balances</u>		
B/Fwd 1st January 2021	9,850	8,854
Net receipts/payments for year	1,361	996
C/Fwd 31 st December 2021	11,211	9,850
Less Creditors 31December	0	(90)
Net Assets	11,228	9,777

NORTH EAST LONDON & ESSEX GROUP OF ADVANCED MOTORISTS

2022 ANNUAL GENERAL MEETING NOMINATION FORM

The Annual General Meeting will be held at **7.30pm on Tuesday 12th April 2022**:

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 page 15 to be received no later than Tuesday 5th April 2022. 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	Seconded by	Signature of Nominee
CHAIR	Paul Gillett			
SECRETARY	Mike Noel			
TREASURER	Paul Heasmer			
COMMITTEE	Derek Leggetter			
COMMITTEE	Clint Childs			
COMMITTEE				
COMMITTEE				

An unabridged copy of the
Independent Examiner's Report to the
Trustees of North East London & Essex
Group of Advanced Motorists and all
documentation can be obtained at the
A.G.M. or from our website
www.neleiam.co.uk

six months by up to 23 per cent. The report also showed that over a period of three years, taking part in the course was more effective at reducing speed reoffending than a fine and penalty points.

The report is based on data provided for 2.2 million drivers using records made available by 13 police forces in England for the period 2012 to 2017. Of these, 1.4 million had accepted an offer to participate in the National Speed Awareness Course”

Group Associates

**A very warm welcome to the following new NELE Group Associates.
Please do join in on our Group Nights (see page 3):**

NAME	FROM
George Surridge	Waltham Cross
Sinead Wiseman	Harlow
Mary Bateman	London E4
Warren Castle	London N22
Mathew Morris	Enfield
Kuljeet Moby	Woodford Green
Mohammed Rahman	Ilford
Richard Jenkin	Romford
Ahmed Elsandoby	Hornchurch
Andrew Edwards	London E17

Congratulations

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

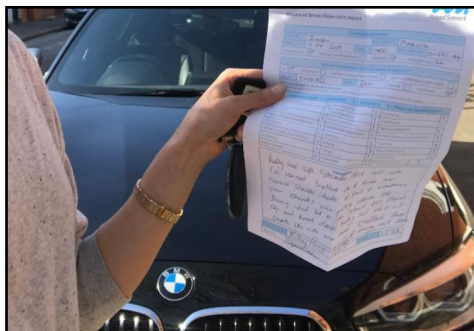
NAME	OBSERVER	EXAMINER
Ahmed Elsandoby	Paul Heasmer	Duncan West
Sophie Fogg	Iain Wyness	Colin Underwood
Humberto Caetano	Charlie McGlinchey	Duncan West

Particular congratulations go to Ahmed who successfully demonstrated the high standards of IAM RoadSmart within 4 weeks of joining NELE.

OUR OBSERVERS:

NELE currently has 15 Observers;
9 are IMI National Observer qualified
and 6 IMI Local Observer qualified,
We also have 2 in training.

6 have passed their Masters and 3
are Local Observer Assessors.



Total ban on in-car use of mobiles

NEW LAWS are now in force to prevent the use of mobile devices in vehicles. Previously, it was illegal to text or call from a handheld device while driving, apart from in an emergency. Now police can prosecute drivers who use a phone to take photos or videos, scroll through playlists or play games.



The regulations also apply even when the vehicle isn't moving, including at traffic lights and in jams. In addition to making an emergency call, the only exception is for using a phone to make a payment for services such as tolls and drive-through restaurants. Drivers may continue using a device 'hands-free' while driving, such as a sat-nav, provided its in a cradle, but must ensure they aren't distracted.

"By making it easier to prosecute people using their phone at the wheel, we are ensuring the law is brought into the 21st century," said Transport Secretary Grant Shapps.

A £200 fine and six points on the licence is the penalty drivers will pay if caught using a mobile device when driving.

HERITAGE RANGE

The IAM RoadSmart logo does not replace the familiar red roundel which has been retained by the IAM for the use of members who have earned the right to display it by passing the Advanced Test.

Visit the IAM website, www.iam.co.uk where you will find a range of merchandise featuring the red roundel. These include metal pin badges, key fobs, cloth/iron on badges and the red chrome enamel car badge which is also available with personal engraving.



NELE Group is offering Full Members a free IAM wind-screen sticker. To claim yours, contact the Editor or collect one at the AGM.

February Meeting – An Introduction to Electric Vehicles (EV's) for Drivers, Instructors and Observers

Bob Saynor, Consultant with the Energy Saving Trust

The presentation gave a general introduction to electric vehicles and was of interest to members, associates and observers alike.

Bob is an environmental transport consultant with two environmental degrees and more than 20 years' experience of sustainable transport. He has worked widely on UK Government and EU programmes as well as in the commercial sector. For 8 years, Bob managed an Ecodriving programme funded by the Dept. for Transport, but today most of his work concerns electric vehicles (EVs).

The presentation included what is driving the interest in EVs, the current market statistics, EV models available and their realistic ranges and uses, EV purchase and running costs, charging EVs and driving EVs efficiently to maximise their range.

With the UK poised to stop selling non plug-in petrol and diesel cars and vans from 2030, EV's are set to be the norm. Addison Lee is to go fully EV by next year and Uber in London by 2025. With air pollution and the climate emergency, CO₂ is the main driver.

In the UK, plug in vehicles had an 18% market share.

There are basically three "types" of EV:

- Electric Vehicles (EVs). Sometimes "battery electric vehicles" (BEVs)
- Plug-in hybrid electric vehicles (PHEVs)
- Range extended electric vehicles (REEVs)



Battery and electric motor replace fuel tank and internal combustion engine (ICE) and EVs rely entirely on electricity for fuel.

The EV range has increased over the last decade from 80 miles Worldwide Harmonised Light Vehicle Test Procedure (WLTP) 24kWh in 2011 to 239 miles (WLTP) 62kWh in 2020 (Nissan

Leaf). For urban driving, 4+ miles per kWh can be achieved in warm weather, 3.5 miles per kWh on a cold winter day. A 62kWh Leaf can manage 280+ miles in summer, 220 miles in winter.

All batteries lose capacity over time but for EVs the reduction is small, typically approx. 10% over 5 years. Good thermal management and power management when charging means catastrophic battery failures are very rare.

Why EVs?

Lower overall CO₂, lower running costs (much cheaper fuel costs, lower servicing and maintenance costs, zero road tax (VED). A quieter, smoother driving experience and increasing choice of specialist models.

Approx. half EV car charging in the UK takes place at home. There is a huge variation in charging speed and costs vary from 5p kWh for overnight home-charging to 30p kWh for motorway rapid charging.

Home charging on a domestic 3-pin plug, 2.3kW would take 17 hours for 40kWh and this is not recommended for regular use. Grants are available, capped at £350, for EV home chargers at a typical cost of £750—£850 but there are restrictions, and this will cease to be available shortly. There are also Public charge points (AC "Fast Charging"), usually 7 kW with charge time for 40kWh being 6 hours. Also DC "Rapid Charging" which in the UK are mostly 50kWh the charge time for which is 50 minutes. These are usually found at all motorway services. Even faster 350kW chargers are beginning to be installed.

The video recording of Bob's presentation will be uploaded onto our website shortly. You will also find further information about EV's at www.energysavingtrut.org.uk.

Mercedes Benz:



Mercedes Benz are working on an electric concept car called EQXX. With its sleek design and new battery technology the manufacturers claim an estimated range of 620 miles on a single charge.

With a price tag of £110,000, just how much of this design and technology ends up in the production model we will have to wait and see in 2024/25.

Who knew what time it was when the first clock was made?

NELE Member Cliff Cadman

You may recollect that the summer edition of RoadWorthy included an item on "Ten Great Confusions", one of those confusions being "who knew what time it was when the first clock was made? We all enjoyed Tony Cater's response on the inside back cover of the autumn edition.

Well, we have now heard from long running member Cliff Cadman. I feel sure many of you will remember Cliff as he served on the NELE Committee for many years, sharing his expert knowledge of traffic legislation, advanced driving and road safety for the benefit of others. He has been a loyal member since 1977. Although he now lives in Bramley, Hants, Cliff still follows the work of the Group and has kindly provided us with more information about time and the sun. -Ed.



Taken in 1977 on the bridge wing of MV Melita, part of the P&O General Cargo Division.

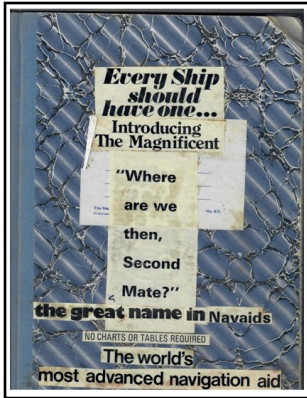
Those of you who remember me may recall my first major career was a Deck Officer in the Merchant Navy. I was a 2nd Mate and responsible for the ship's navigation and upkeep of charts and equipment.

It was in the days of Sextants and slide rulers and a human was cheaper than the Satellite Navigation Systems in their infancy on board ships.

Every day at sea required a 'Noon' position. This gave the ships data over the last 24 hours and was taken using a sextant and running up position lines from earlier sights of the sun and stars. These are quite complicated calculations and we used nautical tables, logarithms, and haversines.

In the five years of being a 'Certificated' Navigating officer, only once was the sun directly overhead of the bridge of the ship. I confirmed this by rotating on the spot with the Sextant set to read 90 degrees.

The sun is only overhead between the Tropic of Cancer and the Tropic of Capricorn due to the Earth's rotation around the sun and the tilt of the Earth's axis. The sun would never be overhead in the UK nor anywhere north or south of the Tropics. If you stayed in the same place that it was overhead the next day, it would have moved north or south depending on the Season. In the UK, because we are in the Northern Hemisphere, the sun



Front of one of my Sight Books

is always south of us at midday when it crosses the Greenwich Meridian. If you lived on the Equator the sun would only be overhead twice each year as it moved from North to South and vice versa.

Our country's time is GMT (or BST) set by the sun crossing the Greenwich Meridian. In Kent, it passes you earlier than midday; in Cornwall later than midday. 'Noon' was rarely at the vessel's clocks midday and had to be calculated so that we could 'shoot' the sun at the right time and workout the position.

We used the stars at sunrise and sunset if they were visible to obtain our position and this was always more accurate as we would 'shoot' up to six stars.

All ships carried two gimbaled Thomas Mercer Chronometers that were checked against radio time signals. They all lost time each day and they were checked each day as they were an essential element of the calculations. My £30 Seiko Chronograph from Singapore in 1970 was more accurate! I still have it to this day, and it is still accurate.

Position calculations for 24th November 1977 heading towards Port Said

Modes of Transport. Cliff has now retired having given up his transport consultancy work that contributed to his world travels. He has travelled 33% of the world and 64% of Europe so plenty more countries to visit.

Cliff has created a spreadsheet of all the modes of transport and movement that he has made or used. The total is 137 modes/methods of transport or moving from pram to Electric Hybrid car.



If anybody would like a copy of the list, Cliff would be pleased to hear from you; his e-mail address is sliproads1@gmail.com.

I'm more than happy to keep score! -Ed.

How to avoid Motorway Service Areas

By NELE member Tony Cater



Motorway service areas have their uses, but they are mostly awful at meeting our real needs. With a little foresight one can do so much better for a break than these bleak places. A combination of high rents, monopoly power and onerous public service commitments have resulted in our motorway service areas becoming neglected and treated as cash cows by their operators. Fuel prices are some of the highest in the land, and you will struggle to find anything other than fast food and slow coffee to sustain you. If your arrival coincides with that of coachloads of fellow travellers, you will find yourself queueing for everything.

The rule of thumb for any Advanced Driver is to plan ahead for a journey, so that ought also to include planning a nice place to stop for breaks for rest, food and refuelling. Most of us have smartphones or a laptop at home, so a few minutes searching online can help find a nice place to take a break not far from a convenient junction on our route. I like to copy and paste post-codes of possible break points into a Note on my smartphone, so I can find them easily when programming the satnav when I start my journey or when choosing the next stop after a break.

Most pubs and restaurants near junctions on major routes have learnt to accommodate travellers, so you can find one to your taste (and pocket) and either satnav or a maps app on your phone will direct you safely to your chosen venue.

All the major supermarket chains have stores on the edges of towns or in retail parks. There you will find coffee shops, toilets and fuel at much more reasonable prices than service areas will offer. Their corporate websites have store locator pages where you can find lists of stores within a radius of any place you care to choose. The only snag is that they only list their own stores, so if there is not (say) a Tesco near your planned stop, you need to search maybe Sainsbury's or Morrisons instead.

Most retail parks will have several stores with coffee shops and customer toilets, and of course there will be plenty of free parking.

I imagine that many IAM members are also members of the National Trust or English Heritage. Their sites can be a little off the beaten track as they will have been chosen historically for their position commanding a magnificent view or dominating a strategic position. Nevertheless, you can find good food and drink, toilets and the opportunity to stretch your legs in lovely surroundings. Entry and parking is usually free to members of those organisations, so a stop at one of their venues can make a nice change. The only disadvantage is that these venues have rather restricted opening times, often limited to a few days a week, with cafes/restaurants only open 10 a.m. to 4 p.m and closed completely in winter months. But their websites are very good at specifying opening times.

Another left field option is to find a garden centre. Some years ago, my wife and I were touring and looking for a break and a light lunch and happened upon a garden centre. Since then, we make a point of seeking them out and have never been disappointed. While there are some chains, most garden centres seem to be independent, so you never quite know what to expect, but in my experience, you usually find good food and drink, clean toilets and ample parking.

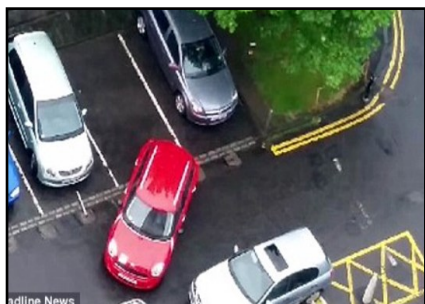


The one advantage that motorway services retain is that they are open 24/7, whereas my suggested alternatives operate more restricted hours depending upon which particular selection you choose. But with proper planning, you can convert your journey into an experience rather than a chore.

HINTS & TIPS—Parking

By Iain Wyness

Most people who have private driveways tend to take the easy option and drive forward onto their driveway without a thought. An exactly equivalent scenario pertains in car parks. This is probably an extrapolation of the fact that few give detailed thought to their driving in any event. However, the advanced driver will have weighed the relevant factors and reached the decision that reversing into the parking area will have distinct advantages.



Perhaps the most important of these is that it is safer to reverse into somewhere you can see into (the parking space), rather than reverse out into numerous potential hazards. In the case of a driveway for example, there may be pedestrians, prams, children or animals passing on the footway, but when emerging from any parking space there is likely to be traffic. In short, reversing out is a 'high risk' manoeuvre. As an adjunct to this it should be considered

that many people starting a journey need a little time to settle into 'driving mode' or, as it is often said, 'cold engine = cold brain'. Therefore, it makes little sense to undertake a potentially dangerous manoeuvre when the concentration level may not be fully engaged. Furthermore, it is easier to control a vehicle going forwards, rather than backwards when it is first started. The reduction in wear and tear both on the car and on the driver is beneficial, together with the fact that the engine does not need to be laboured in reversing and the car can pull away immediately while the engine is cold.

Roundabouts

It may be instructive to observe a police traffic patrol vehicle proceeding towards a roundabout. To the uninitiated it may seem to lag a little behind the flow on its approach but it will smoothly make progress round the roundabout and accelerate away.

The advanced driver will understand what takes place. However, how many drivers approaching a roundabout brake - probably having dropped down a gear to provide engine braking - fiddle with their gear selection and fix their eyes on the traffic flow from the right? Sadly, the majority.

The single most common mistake at a roundabout is looking only to the right on approach.

The advanced driver will gather as much information as possible, check to the right, straight ahead, to the left, and all mirrors on approaching a roundabout. By carrying out observations in this sweeping/scanning motion, it is easier to anticipate if the car in front decides not to go for some reason.

With the benefit of observation, speed reduction by braking can be achieved to provide the correct approach speed for the conditions. At this point the appropriate gear selection may be made, possibly by a block change, such as fourth to second, perhaps accomplished with a double declutch for smoothness. The guiding principle is "plan to stop but look to go". Provided that there is an available gap in the traffic on the roundabout, this preparation will enable the advanced driver to make a smooth entrance into the flow with the application of an appropriate degree of power and to accelerate out of the exit selected. In short, a roundabout is the perfect opportunity to employ all the aspects of 'The System', which, of course, is precisely what the police driver will be doing.

Sleep

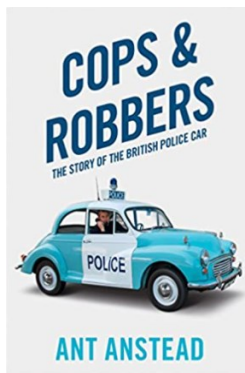
Up to one in five motorway crashes are fatigue related, so the experts tell us, albeit without conclusive evidence. Fatigue is invidious and not always detectable. A lack of sleep can leave any of us unaware that we are a little more tired than we realized.

Because it is natural to become tired, there is a temptation to ignore the symptoms and to get to one's destination as soon as is possible. Ideally it is desirable to take a break every two hours on a journey. It is not unreasonable to take a nap of say twenty minutes, parked in a safe place, followed by a coffee. Of course, there is always the risk that an over-zealous member of the constabulary may arbitrarily assume that a sleeping driver indicates one who is overly fond of alcohol. Nevertheless, a short nap is always beneficial.



Review of Cops & Robbers

By NELE member Cliff Cadman



I have recently read the book 'Cops & Robbers—The Story of the British Police Car' by Ant Anstead of Wheeler Dealers with Mike Brewer.

As an ex-Cop, I thoroughly enjoyed the content. It describes how cars were introduced into policing, how the choices were made by all the different forces and how varied their approach to mobile police officers was. It does go at times into quite detailed descriptions and that might put off some but the way vehicles were adapted in the early days by the officers driving the cars is quite revealing.

Traffic departments, now road policing units, were very instrumental in the cars that were tested, purchased and used by the forces. Preston in Lancashire became a Home Office approved driving school and until recently had a Lagonda that had been used in the early days for policing the roads. Some of my colleagues in the early nineties did their advanced driving courses there and were rewarded with a drive of the car when they passed their course as a Class One Advanced Driver. I got my copy from Amazon downloaded to my Kindle for £6.99. Paperback versions are £6.99 for Amazon prime users.

Laws Not Learnt in School, Part 2

- 6. Bell's Theorem:** When the body is immersed in water, the telephone rings.
- 7. Ruby's Principle of Close Encounters:** The probability of meeting someone you know increases when you are with someone you don't want to be seen with.
- 8. Willoughby's Law:** When you try to prove to someone that a machine won't work, it will.
- 9. Zadra's Law of Biomechanics:** The severity of the itch is inversely proportional to the reach.
- 10. Owen's Law:** As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold...!!!

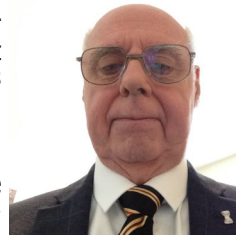
A Motorcycle Theory Test Experience

Congratulations go to NELE Group Committee Member **Clint Childs** who took the motorcycle theory test on Saturday 12th February achieving a comfortable pass on both the Theory and Hazard perception test.

Clint is not only a NELE Observer, but he also holds an IAM F1rst and an IAM Masters (Distinction) and is now driving his second electric car. Clint has written an article on his experience in the preparation for the test and his experience of the test itself which will be included in the next edition of RoadWorthy.

Goodbye for now Brian – and thanks!

This edition of *Roadworthy* marks a historic event for NELE, for Brian (Calcutt) has just printed his very last set of labels for RoadWorthy - just one of the many tasks that he has undertaken in his capacity as Membership Secretary.



Despite moving permanently to Milford-on-Sea on the South Coast, Brian has continued to attend Group activities and committee meetings over Zoom, but it is impractical for him to travel to London for regular evening events. Therefore, after many years of service to the Group, Brian has taken the decision to stand down from the committee, relinquishing the password to the database and passing on responsibility for the many day-to-day activities and issues that are the lot of a Membership Secretary.

Roadcraft says that “Quiet efficiency is the hallmark of the expert”, which just about sums up the way that Brian has carried out his duties over the years. It also describes his membership of the committee, listening attentively to others’ viewpoints and adding well thought-through ideas and opinions when appropriate. We will miss his valuable contribution to the committee. Thanks, Brian, for all that you have done over the years. We hope you will relish having more time to enjoy your many other interests and hope to see you at the odd NELE event when you are passing through the area.

Paul Gillett



Get Well Soon Holly!

The Committee were sorry to learn that our friend Holly Jacobs from Suffolk County Council’s Road Safety Team (page 12) has had a spell in hospital.

Holly, it’s lovely to hear you enjoyed the flowers (left) and that you are on the mend!

The NELE Group Committee Needs Your Help!

As you can imagine, NELE has had to adopt a more flexible approach to its operations as a result of the restrictions imposed by the pandemic. These not only limited the number of observed runs and tests possible which in turn impacted on our Associates, but our Group Nights moved to on-line (via Zoom). Whilst we are now looking to develop “hybrid” meetings so that all members have the opportunity to participate, we wish to take the opportunity to gather the feedback of all our members.

It would therefore be very much appreciated if you could therefore complete and return the enclosed Questionnaire by 8th April 2022.

COMMITTEE MEMBERS

The Committee is made up of 10 Members who meet monthly either on-line or face –to-face in Chigwell or the surrounding area.

We are looking for Committee Members, as follows:

Group Night Coordinator to book suitable presenters for our hybrid meetings, and to liaise as necessary.

Events Organiser. We are particularly keen to hear from one of our Observers so that we can take this forward.



Membership Secretary with experience of accurate record-keeping and management of the customer journey from sign up through to passing the test or non-renewal of membership. Customer care skills are essential.

- Support will be provided to people new to such roles. -

Interested? Please contact Paul Gillett (Chair) or one of the Committee (opposite) and arrange to attend our next Committee Meeting.

Other ways you can help:

- Write a motoring article for RoadWorthy, or volunteer to take notes of presentations.
- Become an Observer; 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.
- Become a Young Driver Ambassador (U26’s—great for your CV!)

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>

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:
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observertraining@neleiam.co.uk

Newsletter Editor, PR and Group Meeting Organiser:
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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 01284 828971
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

NORTH EAST LONDON & ESSEX GROUP OF ADVANCED MOTORISTS

2022 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 12th April 2022 at the Moby Dick (Toby Carvery), Whalebone Lane North, Chadwell Heath, ROMFORD, RM6 6QU, or on-line via zoom to enable the Trustees of the Group (Registered Charity Number: 1056280) to present their Annual Report and Accounts for the year ended 31st December 2021 for approval by the Group Members and to conduct an election.

Mike Noel

Group Secretary: secretary@neleiam.co.uk

25th February 2022

All Group Full 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.

A member entitled to vote at the General Meeting may appoint a proxy to vote instead. A proxy need not be a Group Full Member.

GROUP OFFICERS (All Officers retire annually and may offer themselves for re-election)

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)

One third of the Committee must retire annually and may offer themselves for re-election

Committee Members Retiring By Rotation and Standing For Re-Election:

Derek Leggetter, Clint Childs

Committee Members Retiring By Rotation and Not Standing For Re-Election:

Brian Calcutt

Committee Members Not Retiring and Number of Years Remaining before retiring:

Pete Minvalla (2); Charlie McGlinchey (2), Peter Rowles (2), Jen MacLellan (2)

We welcome applications from Group Members to join the Committee.

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

The details for joining by Zoom will be sent out by e-mail in the week before the meeting.